

2017 Saskatchewan Traffic Accident Facts



**DRIVING HIGH
=DUI**

2017 QUICK FACTS

(2017 compared to 2016)

	2016	2017	% CHANGE
Property Damage Only Collisions	24,593	25,495	3.7
Personal Injury Collisions	4,306	3,455	-19.8
Fatal Collisions	109	86	-21.1
Total Reported Collisions	29,008	29,036	0.1
-----	-----	-----	-----
Number of Deaths	125	100	-20.0
Number of Injuries	5,761	4,608	-20.0
-----	-----	-----	-----
Provincial Highway Collisions	7,817	8,055	3.0
Rural Road Collisions	2,770	3,020	9.0
Urban Street Collisions	17,626	17,285	-1.9
Other Locations	795	676	-15.0
-----	-----	-----	-----
Registered Vehicles	929,001	930,326	0.1
Licensed Vehicle Operators	806,770	813,858	0.9
Saskatchewan Population	1,158,339	1,171,240	1.1
-----	-----	-----	-----
Collisions Per 100 Licensed Operators	3.60	3.57	-0.8
Collisions Per 100 Registered Vehicles	3.12	3.12	0.0
Collisions Per 100 Population	2.50	2.48	-1.0
-----	-----	-----	-----
Casualty Collisions Per 100 Licensed Operators	0.55	0.44	-19.6
Casualty Collisions Per 100 Registered Vehicles	0.48	0.38	-20.0
Casualty Collisions Per 100 Population	0.38	0.30	-20.0

Disclaimer:

Due to differences in reporting definitions and dates, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles and property exceed \$5,000 or personal injuries are sustained, whereas a collision claim may occur for any amount of property damage over the applicable deductible. Private property and parking lot collisions, as well as deliberate acts of vandalism or natural causes, are also not recorded in TAIS.

Effective Jan. 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

Letter of Transmittal

October 2018

To: Saskatchewan's Traffic Safety Community

With due respect, I am pleased to submit to you the 2017 Saskatchewan Traffic Accident Facts. This report is the outcome of collaborative efforts using data captured by law enforcement officers throughout Saskatchewan and SGI's Claims department. The data presented in this report was primarily extracted from SGI's Traffic Accident Information System, which houses the province's collision data.

By this report, the state of road safety in Saskatchewan in 2017 is presented with facts on collisions, injuries and fatalities. This includes historical trends, time of collision occurrence, major and environmental factors that contributed to the collisions. Vehicle and driver factors, information on victims, safety restraints and pedestrians are also presented as part of this report.

We are especially grateful for the dedication and commitment of law enforcement agencies, and SGI's TAIS and Claims teams for their contributions. Special thanks to Brett Wasnik and Howard Wang of the Traffic Safety Program Evaluation team for running the programs that provided the data for developing the graphs, charts, and tables in the report. Maggie Zhang of the Corporate Business Intelligence Unit and the Communications team at SGI deserve commendation for checking, correcting and validating the information presented in this report.

It is our firm belief that the facts provided in this report will help traffic safety stakeholders in Saskatchewan to develop appropriate strategies to improve traffic safety across the province.

Please contact SGI if you require additional information.

Respectfully submitted,



George Eguakun, MScEng, MBA
Director, Traffic Safety Program Evaluation
SGI

Preface

The Traffic Accident Information System (TAIS) compiles information on traffic collisions occurring on Saskatchewan roads. Collisions involving bodily injury or death, a hit and run, an out-of-province vehicle, an unregistered vehicle, an impaired operator and collisions where vehicles have to be towed are reported through police agencies. A Motor Vehicle Accident (MVA) form is completed in accordance with Section 253 of *The Traffic Safety Act* and forwarded to Saskatchewan Government Insurance (SGI). Information on all other types of collisions is collected through SGI's claims reporting process. Both data sources are combined to create TAIS. The collision database and its publications are administered by SGI.

TAIS provides comprehensive collision data to many agencies for the design and evaluation of traffic safety programs. The importance of accurate and timely collision data is evident by such initiatives as Transport Canada's Road Safety Vision 2010. This was a national initiative to make Canada's roads the safest in the world. The strategic objectives of the plan were to raise public awareness of road safety issues; improve communication, co-operation and collaboration among road safety agencies; enhance enforcement measures and improve national road safety data quality and collection.

The collection of traffic collision information is made possible by the efforts and dedication of law enforcement and SGI staff who investigate, report and record the information on TAIS.

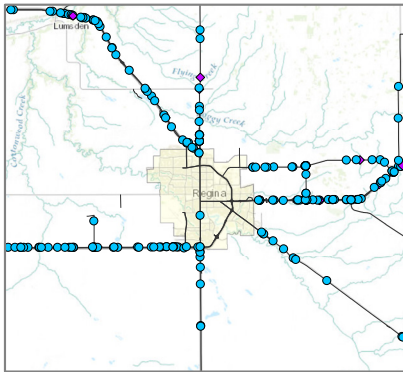
Casualty Collisions (Fatalities & Injuries) on Provincial Highways (2014-2017)



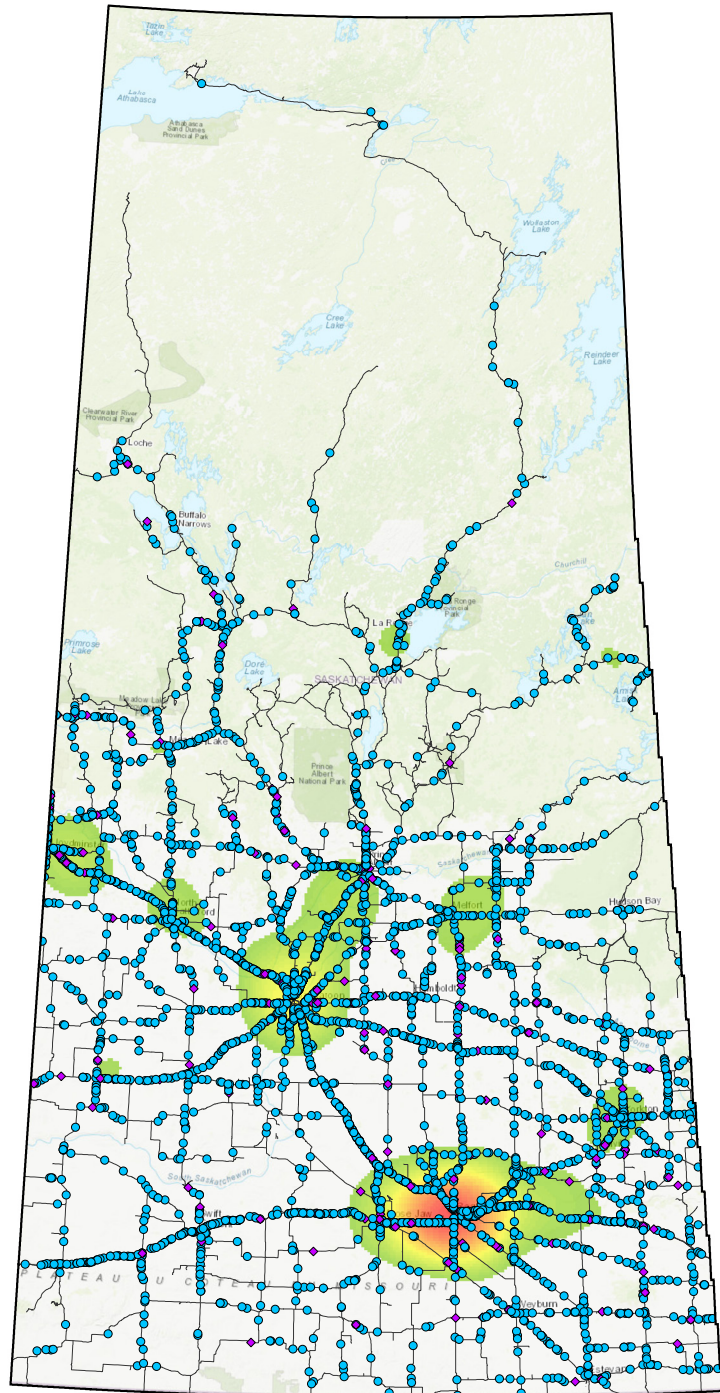
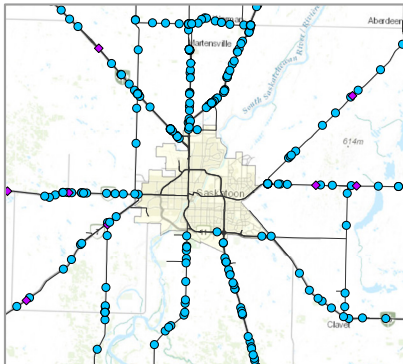
Legend

- ◆ Fatalities
 - *2014 - 85 killed in 74 Fatal Collisions
 - *2015 - 74 Killed in 60 Fatal Collisions
 - *2016 - 73 Killed in 60 Fatal Collisions
 - *2017 - 63 Killed in 51 Fatal Collisions
- Injuries
 - *2014 - 1342 Injured in 992 Casualty Collisions
 - *2015 - 1384 Injured in 998 Casualty Collisions
 - *2016 - 1407 Injured in 1014 Casualty Collisions
 - *2017 - 1228 Injured in 906 Casualty Collisions
- Provincial Highways
- Very Low Number of Collisions
- Low Number of Collisions
- Medium Number of Collisions
- High Number of Collisions
- Very High Number of Collisions

Regina Area



Saskatoon Area



Created By: GeoTAIS,
Traffic Safety Program Evaluation
Data: 2014-2017

0 80 160 320 480 640 Km

2017 Summary

The number of fatal collisions decreased 21.1% over the past year, from 109 in 2016 to 86 in 2017.

The number of personal injury collisions decreased 19.8% over the past year, from 4,306 in 2016 to 3,455 in 2017.

The highest number of fatal collisions occurred in September, followed by July and June, while the highest number of injury collisions occurred in June, January and May.

Friday was the most collision-prone day of the week.

The most collision-prone period of time was the afternoon rush hour from 4 to 7 p.m.

Collision rates were highest among drivers between the ages of 16 to 19.

Alcohol impairment, driver inattention/distraction, and speed were the most frequently identified human condition/action factors contributing to fatal collisions in Saskatchewan in 2017.

Twenty-seven per cent of fatal collisions and 60% of personal injury collisions occurred at intersections.

Thirty-one per cent of pedestrians killed in traffic collisions in 2017 had consumed alcohol prior to the collisions.

Forty per cent of fatal collisions and 6% of injury collisions involved a drinking driver.

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Historical Trends

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Historical Trends

This section illustrates the 25-year history of collisions, victims, licensed drivers and vehicles in Saskatchewan.

Reporting definitions must be considered when looking at past trends. Changes to the reporting thresholds have resulted in large declines in property damage only collisions during the years 1993 and 2010. The continued reduction in police resources available for traffic enforcement also had an effect on the number of property damage only collisions being reported. This is especially true for the reporting of wildlife collisions since 1996.

The Traffic Accident Information System (TAIS) was streamlined on August 1, 2002, so that only collisions involving bodily injury, death, a hit and run, an out-of-province vehicle, an unregistered vehicle, an impaired operator and collisions where vehicles have to be towed are reported to police. Information on all other types of collisions that meet the reporting criteria for our traffic accident system are collected through SGI's claims reporting process. This change has freed up valuable enforcement resources that can be devoted to other high-priority issues. This change resulted in a 49.5% increase in the number of property damage only collisions captured by TAIS from 2003 to date as compared to the previous three-year average.

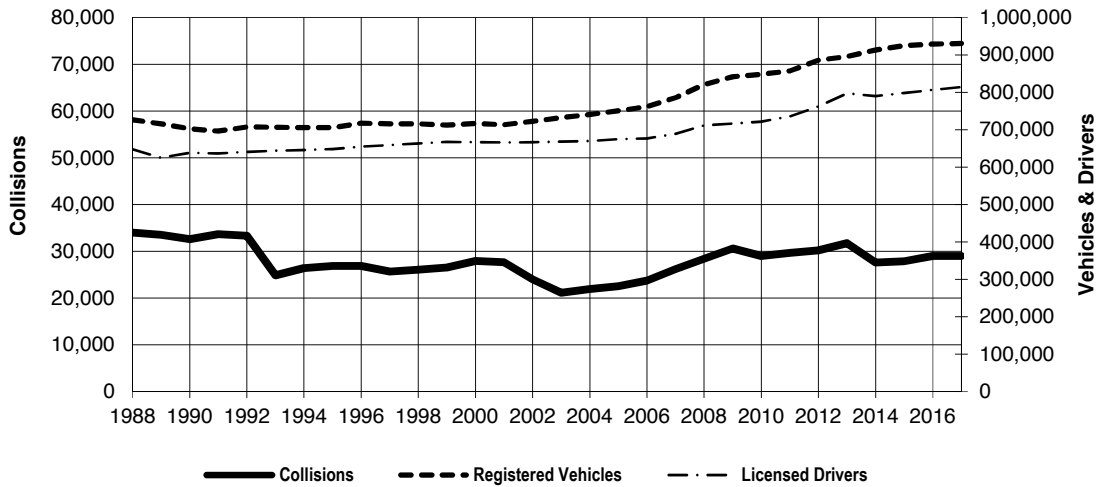
Effective January 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a 40-50% decrease of property damage only collisions entered into TAIS. See the disclaimer on the back of the front cover.

Trends in crashes resulting in fatalities and injuries have shown a steady decline since 1988. The five-year averages for fatal and injury crashes are now 106 and 4,337 respectively, compared to 147 and 5,543 between 1988 and 1992. All collisions showed an upward trend from 2002 due to the change in reporting threshold. Data for recent years exhibit a fairly steady count of total collisions in the province. Vehicle counts and the number of licensed drivers have been increasing since 2005.

A complete listing of all the numbers used in the charts and changes in definitions can be found in Appendices A1.1 to A4.2.

Trends in Licensed Drivers, Vehicle Registrations and Collisions

Figure 1.1



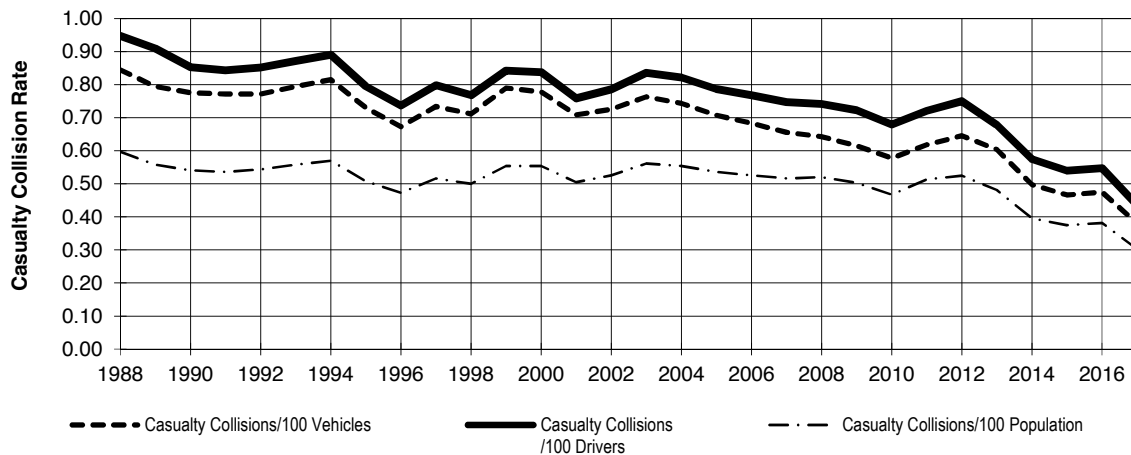
Three-Year Summary

	2015	2016	2017	% Change
Registered Vehicles	924,435	929,001	930,326	0.14
Licensed Drivers	797,652	806,770	813,858	0.88
Total Collisions	27,876	29,006	29,036	0.10

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Casualty Collision Rates by Vehicles, Drivers and Population

Figure 1.



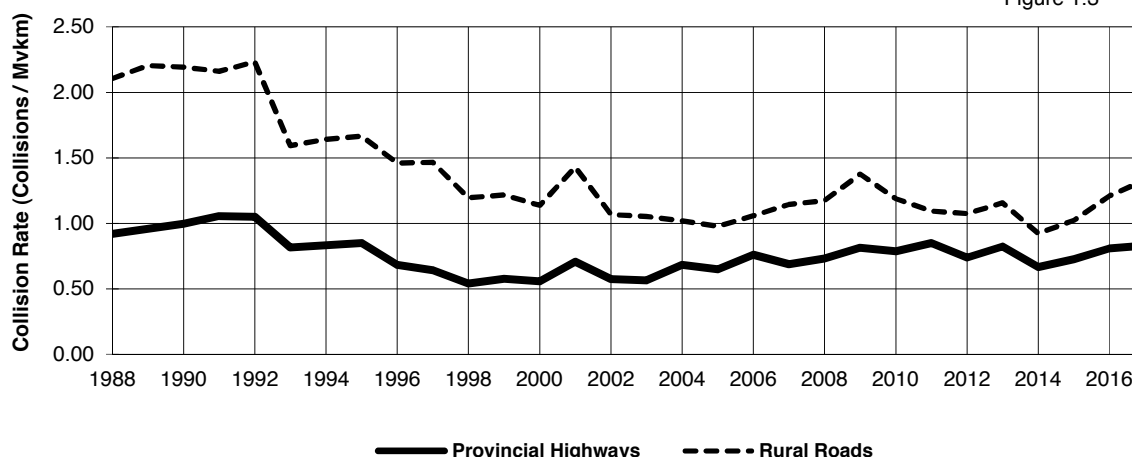
Three-Year Summary

	2015	2016	2017	% Change
Casualty Collisions / 100 Registered Vehicles	0.47	0.48	0.38	-19.91
Casualty Collisions / 100 Licensed Drivers	0.54	0.55	0.44	-20.49
Casualty Collisions / 100 Population	0.37	0.38	0.30	-20.68

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Collision Rates (Collisions/MvKm) For Provincial Highways and Rural Roads

Figure 1.3



Three-Year Summary By Road System

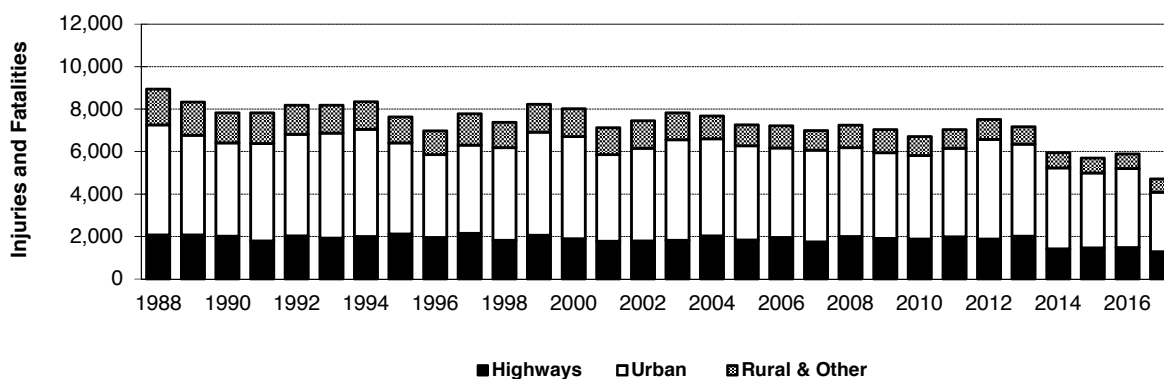
Collisions per Million Vehicle Kms

	2015	2016	2017	% Change
Provincial Highways	0.73	0.81	0.83	2.60
Rural Roads	1.02	1.21	1.33	10.00

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Total Victims by Road System

Figure 1.4



Three-Year Summary by Road System

Personal Injuries

	2015	2016	2017	% Change
Provincial Highways	1,383	1,405	1,227	-12.67
Urban Streets	3,530	3,711	2,784	-24.98
Rural Roads	455	476	447	-6.09
Other Roads	206	169	150	-11.24
Total Roads	5,574	5,761	4,608	-20.01

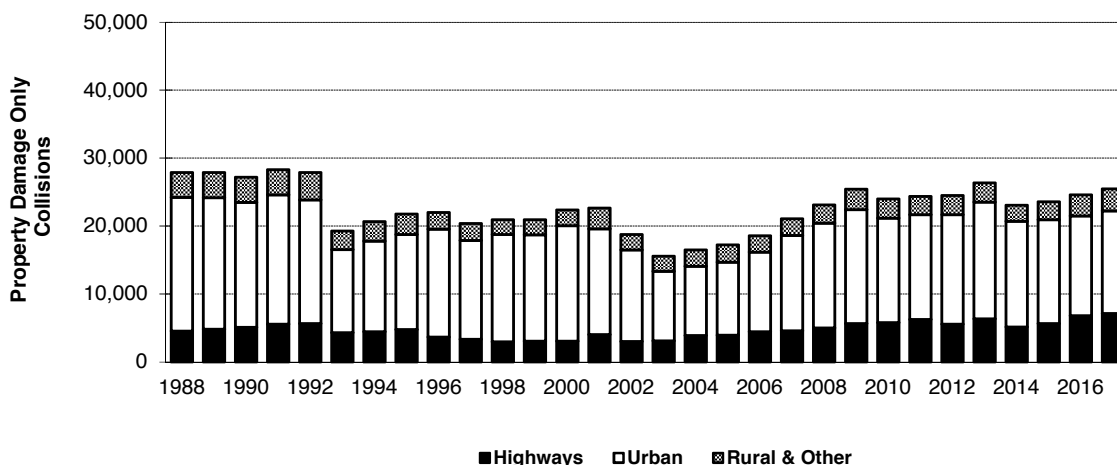
Fatalities

2015	2016	2017	% Change
74	73	63	-13.70
12	19	14	-26.32
21	26	14	-46.15
14	7	9	28.57
121	125	100	-20.00

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Property Damage Only Collisions

Figure 1.5



Three-Year Summary by Road System

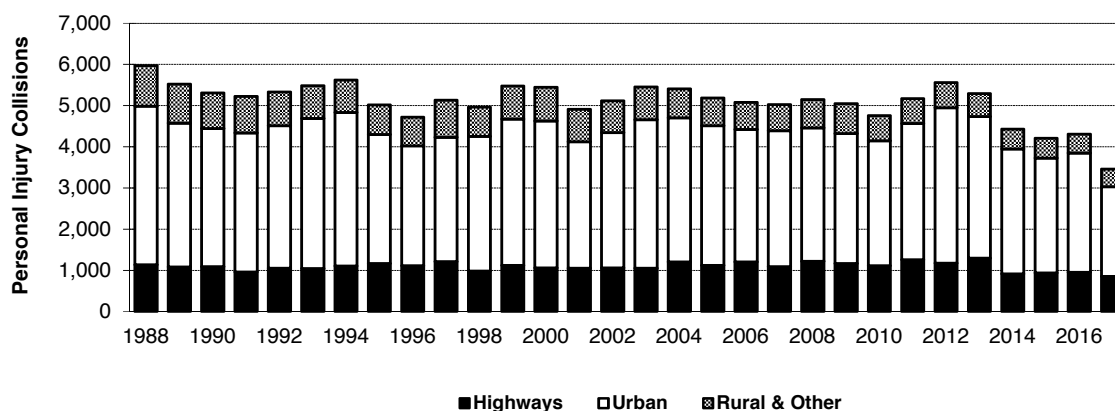
Property Damage Collisions

	2015	2016	2017	% Change
Provincial Highways	5,672	6,805	7,150	5.07
Urban Streets	15,275	14,708	15,093	2.62
Rural Roads	1,946	2,396	2,692	12.35
Other Roads	674	684	560	-18.13
Total Roads	23,567	24,593	25,495	3.67

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Personal Injury Collisions

Figure 1.6



Three-Year Summary by Road System

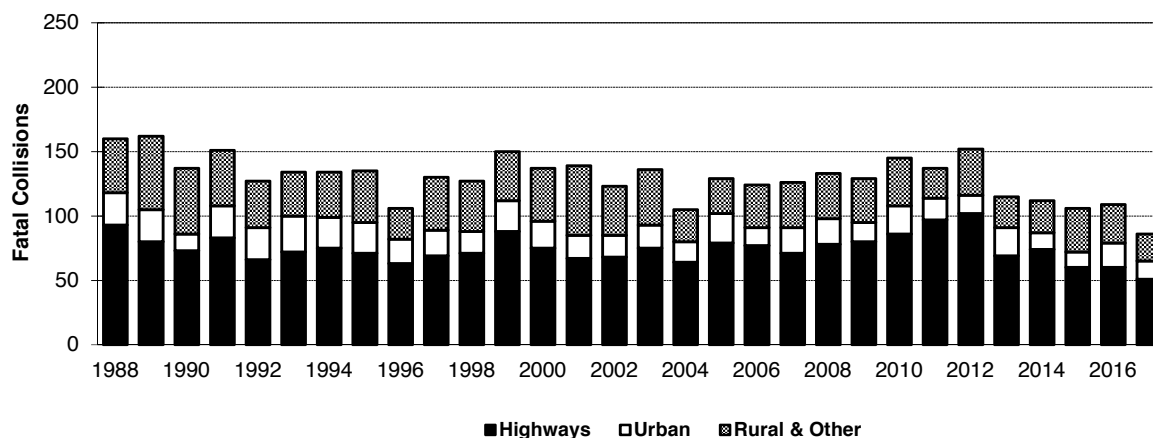
Personal Injury Collisions

	2015	2016	2017	% Change
Provincial Highways	937	952	854	-10.29
Urban Streets	2,789	2,899	2,178	-24.87
Rural Roads	343	351	314	-10.54
Other Roads	134	104	109	4.81
Total Roads	4,203	4,306	3,455	-19.76

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Fatal Collisions

Figure 1.7



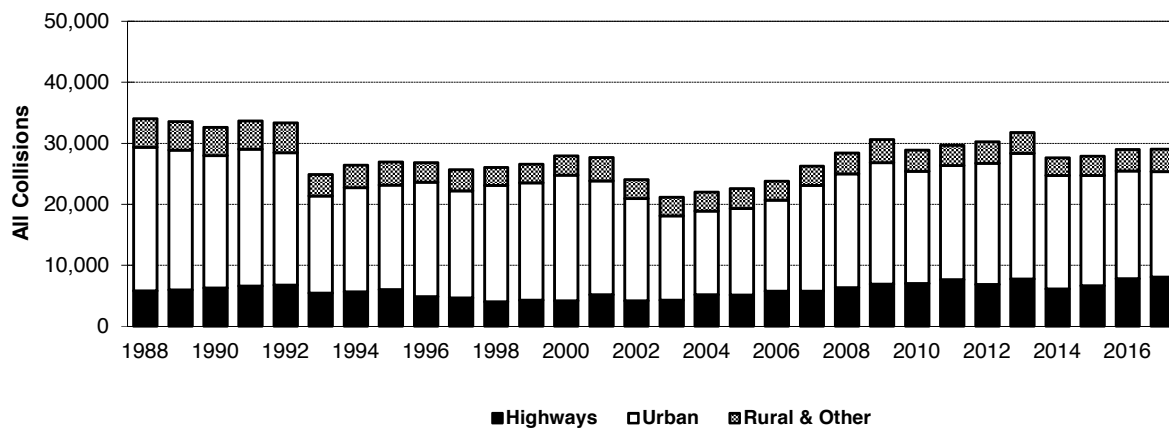
Three-Year Summary by Road System

	Fatal Collisions			
	2015	2016	2017	% Change
Provincial Highways	60	60	51	-15.00
Urban Streets	12	19	14	-26.32
Rural Roads	21	23	14	-39.13
Other Roads	13	7	7	0.00
Total Roads	106	109	86	-21.10

See Appendix sections A1.1 to A1.7 for additional details.

Trends in All Reported Collisions

Figure 1.8



Three-Year Summary by Road System

	All Collisions			
	2015	2016	2017	% Change
Provincial Highways	6,669	7,817	8,055	3.04
Urban Streets	18,076	17,626	17,285	-1.93
Rural Roads	2,310	2,770	3,020	9.03
Other Roads	821	795	676	-14.97
Total Roads	27,876	29,008	29,036	0.10

See Appendix sections A1.1 to A1.7 for additional details.

Property Damage Only Collisions by Month and Year

Table 1.1

Month	2012	2013	2014	2015	2016	Average 2014-2016	2017	% Change from 3yr Avg
January	2,313	2,837	2,575	2,422	2,644	2,547	2,757	8.2
February	1,540	2,348	1,954	2,328	1,737	2,006	2,013	0.3
March	1,865	2,649	2,014	2,034	1,802	1,950	1,906	-2.3
April	1,400	1,853	1,456	1,489	1,521	1,489	1,443	-3.1
May	1,604	1,638	1,411	1,595	1,592	1,533	1,656	8.0
June	1,804	1,625	1,622	1,829	1,995	1,815	1,970	8.5
July	1,881	1,712	1,697	1,552	1,696	1,648	1,770	7.4
August	1,790	1,634	1,488	1,546	1,805	1,613	1,680	4.2
September	1,799	1,695	1,628	1,700	1,867	1,732	1,871	8.0
October	2,232	2,014	1,968	2,100	2,242	2,103	2,275	8.2
November	3,266	3,133	2,748	2,582	2,831	2,720	3,498	28.6
December	3,019	3,209	2,526	2,390	2,861	2,592	2,656	2.5
Totals	24,513	26,347	23,087	23,567	24,593	23,749	25,495	7.4

Total Injuries by Month and Year

Table 1.2

Month	2012	2013	2014	2015	2016	Average 2014-2016	2017	% Change from 3yr Avg
January	538	654	565	456	528	516	412	-20.2
February	408	615	433	446	371	417	360	-13.6
March	527	656	454	428	399	427	295	-30.9
April	418	466	346	417	369	377	245	-35.1
May	532	480	381	398	501	427	434	1.7
June	620	535	463	526	510	500	454	-9.1
July	690	536	473	499	489	487	407	-16.4
August	706	614	524	486	545	518	397	-23.4
September	700	628	492	453	532	492	428	-13.1
October	677	644	618	538	471	542	425	-21.6
November	763	602	572	497	534	534	396	-25.9
December	754	606	496	430	512	479	355	-25.9
Totals	7,333	7,036	5,817	5,574	5,761	5,717	4,608	-19.4

Total Deaths by Month and Year

Table 1.3

Month	2012	2013	2014	2015	2016	Average 2014-2016	2017	% Change from 3yr Avg
January	8	12	7	6	9	7	7	-4.5
February	10	7	4	12	7	8	5	-34.8
March	19	8	7	5	10	7	4	-45.5
April	15	5	12	4	4	7	4	-40.0
May	12	10	15	13	15	14	3	-79.1
June	20	17	10	9	8	9	12	33.3
July	20	20	7	13	15	12	15	28.6
August	30	21	23	15	14	17	8	-53.8
September	14	10	6	8	15	10	22	127.6
October	13	20	18	13	13	15	10	-31.8
November	7	6	14	13	12	13	5	-61.5
December	15	3	7	10	3	7	5	-25.0
Totals	183	139	130	121	125	125	100	-20.2

Total Collisions by Month and Year

Table 1.4

Month	2012	2013	2014	2015	2016	Average 2014-2016	2017	% Change from 3yr Avg
January	2,727	3,353	3,018	2,787	3,057	2,954	3,086	4.5
February	1,858	2,843	2,299	2,673	2,006	2,326	2,281	-1.9
March	2,294	3,162	2,381	2,349	2,116	2,282	2,145	-6.0
April	1,738	2,203	1,731	1,788	1,808	1,776	1,649	-7.1
May	2,022	2,023	1,695	1,907	1,979	1,860	1,982	6.5
June	2,268	2,034	1,989	2,225	2,374	2,196	2,306	5.0
July	2,405	2,099	2,068	1,933	2,081	2,027	2,084	2.8
August	2,314	2,100	1,892	1,921	2,199	2,004	1,983	-1.0
September	2,325	2,169	2,036	2,077	2,286	2,133	2,202	3.2
October	2,781	2,512	2,424	2,520	2,606	2,517	2,586	2.8
November	3,886	3,588	3,200	2,969	3,251	3,140	3,809	21.3
December	3,613	3,669	2,898	2,727	3,245	2,957	2,923	-1.1
Totals	30,231	31,755	27,631	27,876	29,008	28,172	29,036	3.1

Time of Occurrence

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Time of Occurrence

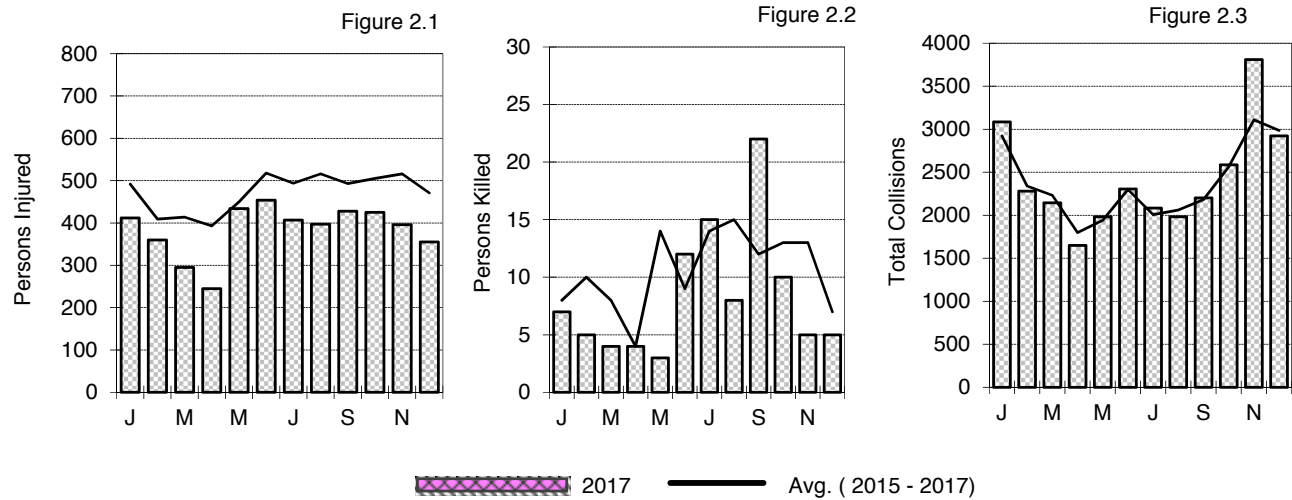
Figures 2.1 to 2.3 show the frequency of 2017 traffic collisions, injuries and deaths compared to a three-year average. It is not unusual to see more fluctuations in the monthly averages or the smaller numbers, such as deaths, than the larger numbers of total collisions.

Figures 2.4 and 2.5 show the collision ratio of travel versus collisions on provincial highways. The risk of being involved in a highway collision is highest on Fridays and from 5 to 7 p.m.

Table 2.2 shows the number of collisions on public holidays and long weekends throughout the year, as well as during other specific periods of interest.

Table 2.3 shows the number of collisions occurring by day of week and hour of occurrence on all road systems. The highest frequency of traffic collisions during 2017 occurred Friday afternoons between the hours of 4 and 6 p.m.

Collisions & Victims by Month of Occurrence



Collisions & Victims by Month of Occurrence

Table 2.1

Month	Property Damage	Number of Collisions			Number of Victims	
		Personal Injury	Fatal	Total	Injured	Killed
January	2,757	324	5	3,086	412	7
February	2,013	263	5	2,281	360	5
March	1,906	235	4	2,145	295	4
April	1,443	202	4	1,649	245	4
May	1,656	323	3	1,982	434	3
June	1,970	326	10	2,306	454	12
July	1,770	302	12	2,084	407	15
August	1,680	297	6	1,983	397	8
September	1,871	312	19	2,202	428	22
October	2,275	302	9	2,586	425	10
November	3,498	306	5	3,809	396	5
December	2,656	263	4	2,923	355	5
Total	25,495	3,455	86	29,036	4,608	100

Collisions During 2017 Holiday Periods

Table 2.2

Holiday Period	Property Damage	Number of Collisions			Number of Victims	
		Personal Injury	Fatal	Total	Injured	Killed
Family Day, Feb 12 -15	295	37	1	333	50	1
Imp Driving Awareness, Mar 1 - 7	516	63	0	579	74	0
Easter, Mar 25 - 28	156	20	0	176	32	0
Victoria Day, May 20 - 23	183	29	0	212	40	0
Canada Day, Jul 1 - 4	218	57	1	276	72	1
Heritage Day, Jul 29 - Aug 1	181	46	0	227	68	0
Labour Day, Sep 2 - 5	231	45	0	276	54	0
Thanksgiving Day, Oct 7 - 10	238	42	1	281	52	1
Remembrance Day, Nov 11 - 14	326	48	1	375	71	1
Safe Driving Week, Dec 1 - 7	520	72	3	595	89	3
Christmas Holidays, Dec 23 - 27	258	20	0	278	29	0

Figure 2.4

Provincial Highway Collisions and Travel by Time of Day

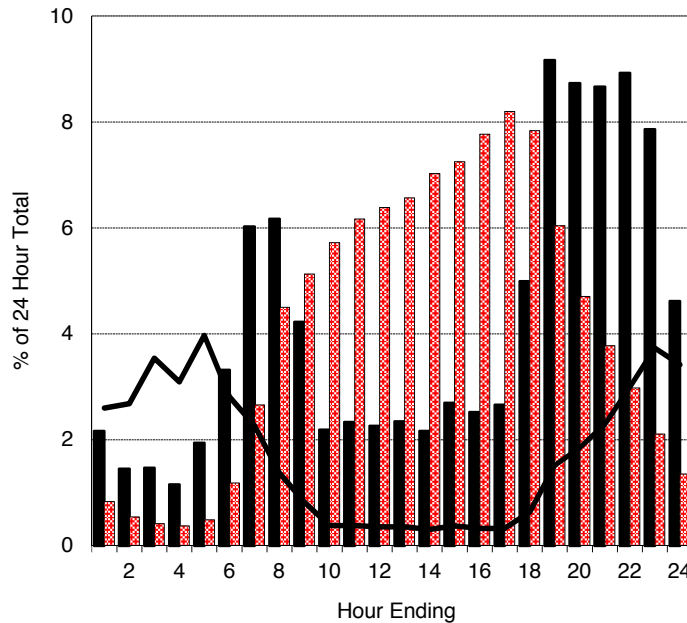
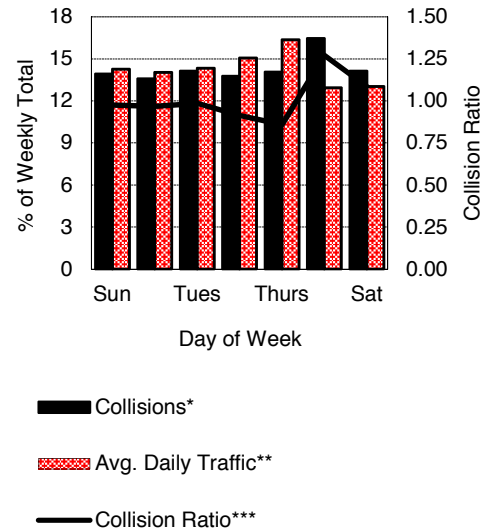


Figure 2.5

Provincial Highway Collisions and Travel by Week Day



* Collisions on Provincial Highways

** Traffic On Provincial Highways

*** Per cent Collisions/Per cent Traffic

Collisions on All Roads by Time of Day and Day of Week

Table 2.3

Collision Hour	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	%
12 to 1 a.m.	99	80	51	60	60	69	91	510	1.8
1 to 2 a.m.	84	33	41	39	44	43	87	371	1.3
2 to 3 a.m.	100	25	27	29	37	57	102	377	1.3
3 to 4 a.m.	65	45	29	26	26	36	66	293	1.0
4 to 5 a.m.	58	51	39	32	37	44	53	314	1.1
5 to 6 a.m.	47	80	74	86	68	77	81	513	1.8
6 to 7 a.m.	66	150	147	162	151	140	96	912	3.1
7 to 8 a.m.	89	233	254	263	249	247	107	1,442	5.0
8 to 9 a.m.	70	259	280	311	277	250	110	1,557	5.4
9 to 10 a.m.	96	168	150	172	170	169	119	1,044	3.6
10 to 11 a.m.	125	138	172	156	151	163	172	1,077	3.7
11 a.m. to 12 p.m.	137	150	188	177	202	230	183	1,267	4.4
12 to 1 p.m.	153	219	246	253	248	268	203	1,590	5.5
1 to 2 p.m.	183	197	231	208	200	259	203	1,481	5.1
2 to 3 p.m.	176	217	200	227	223	286	224	1,553	5.3
3 to 4 p.m.	162	251	293	253	289	350	198	1,796	6.2
4 to 5 p.m.	183	270	314	302	297	350	196	1,912	6.6
5 to 6 p.m.	183	266	334	343	325	335	188	1,974	6.8
6 to 7 p.m.	229	275	281	288	281	344	270	1,968	6.8
7 to 8 p.m.	222	210	221	234	272	273	252	1,684	5.8
8 to 9 p.m.	235	178	201	227	211	273	248	1,573	5.4
9 to 10 p.m.	216	175	214	231	216	250	233	1,535	5.3
10 to 11 p.m.	215	128	180	148	195	202	239	1,307	4.5
11 p.m. to 12 a.m.	113	94	88	110	125	153	163	846	2.9
Not Stated	23	22	14	20	13	25	23	140	0.5
Total	3,329	3,914	4,269	4,357	4,367	4,893	3,907	29,036	
%	11.5	13.5	14.7	15.0	15.0	16.9	13.5		100

Major Contributing Factors

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Major Contributing Factors

Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition and driving environment.

In traffic collisions reported by police agencies, the causal factors are assigned by the investigating officer. Incidents reported through SGI's Claims Services are assigned causal factors only if they are clearly identified in the drivers' statements. The causal factors in property damage only collisions are therefore much more subjective in nature and not directly comparable to previous years and casualty collisions.

This section summarizes all contributing factors that were reported. In 2017, a total of 40,071 factors contributed to 29,036 collisions. With the exception of Table 3.1, the numbers in the following tables and figures represent the number of occurrences of each factor.

Figure 3.1 shows that human condition is a more prevalent factor in fatal collisions (78%) than in all collisions (33%). Human condition and human action account for 63% of all factors in collisions, as compared to 78% of factors in fatal crashes.

Figure 3.2 summarizes the factors by road system. Human factors contribute to 79% of urban collisions, while environmental conditions, mainly animal actions, are more prevalent in rural and highway collisions (64% and 75%).

Top 10 Contributory Factors in Fatal Collisions During 2017

Table 3.1

Driver/Vehicle/Environmental Factors	Streets	Highways	Roads	Other	Total	% of Total
Alcohol Involvement ¹	3	22	5	4	34	19.7
Distracted Driving ²	2	18	3	0	23	13.3
Other Human Action	5	12	2	3	22	12.7
Weather Conditions	0	11	2	1	14	8.1
Speed-Related ³	3	6	3	1	13	7.5
Fail to Yield/Traffic Control Disregarded	5	5	2	0	12	6.9
Following Too Closely	5	5	2	0	12	6.9
Taking Evasive Action	0	4	4	0	8	4.6
Driving Wrong Way in One-way Traffic	0	5	1	0	6	3.5
View Obstructed/Limited	1	2	2	0	5	2.9

* A collision can have a maximum of four contributing factors for each vehicle involved.

¹ Alcohol involvement collisions involve drivers who have been coded as 'Had Been Drinking' or 'Impaired'.

² Distracted driving collisions involve drivers who have been coded as 'Inattentive' or 'Distracted'.

³ Speed-related collisions involve drivers who have been coded as 'Driving Too Fast for Road Conditions' or 'Exceeding the Speed Limit'.

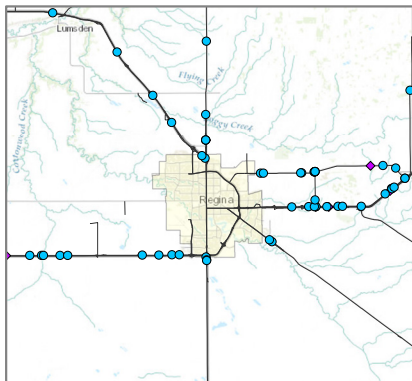
Distracted-Driving Casualty Collisions (Fatalities & Injuries) on Provincial Highways (2014-2017)



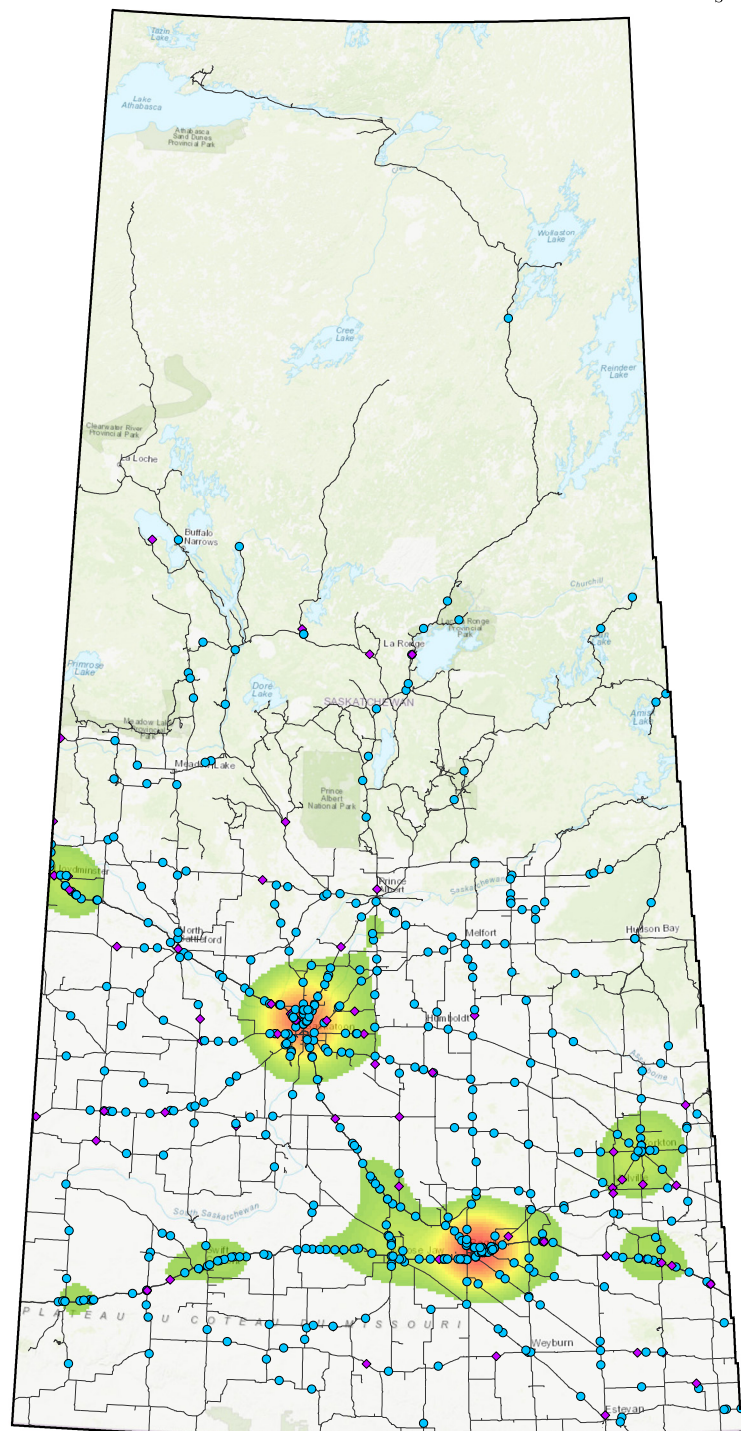
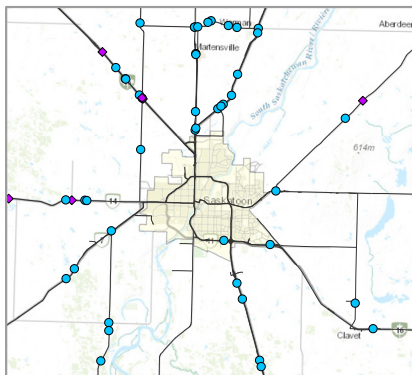
Legend

- ◆ Fatalities
 - *2014 - 18 Killed in 17 Fatal Collisions
 - *2015 - 27 Killed in 21 Fatal Collisions
 - *2016 - 24 Killed in 20 Fatal Collisions
 - *2017 - 21 Killed in 15 Fatal Collisions
- Injuries
 - *2014 - 166 Injured in 121 Casualty Collisions
 - *2015 - 224 Injured in 150 Casualty Collisions
 - *2016 - 279 Injured in 183 Casualty Collisions
 - *2017 - 240 Injured in 158 Casualty Collisions
- Provincial Highways
- Very Low Number of Collisions
- Low Number of Collisions
- Medium Number of Collisions
- High Number of Collisions
- Very High Number of Collisions

Regina Area



Saskatoon Area



Created By: GeoTAIS,
Traffic Safety Program Evaluation
Data: 2014-2017

0 80 160 320 480 640 Km

All Major Contributing Factors In 2017 Fatal Collisions

Table 3.2

Driver/Vehicle/Environmental Factors	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total
Alcohol Involvement ¹	3	22	5	4	34	19.7
Distracted Driving ²	2	18	3	0	23	13.3
Other Human Action	5	12	2	3	22	12.7
Weather Conditions	0	11	2	1	14	8.1
Speed-Related ³	3	6	3	1	13	7.5
Fail to Yield/Traffic Control Disregarded	5	5	2	0	12	6.9
Following Too Closely	5	5	2	0	12	6.9
Taking Evasive Action	0	4	4	0	8	4.6
Driving Wrong Way in One-way Traffic	0	5	1	0	6	3.5
View Obstructed/Limited	1	2	2	0	5	2.9
Driver Inexperience/Confusion	0	3	0	1	4	2.3
Pedestrian Action Contributed	0	2	0	1	3	1.7
Drugs (Prescription or Illegal)	0	2	1	0	3	1.7
Snow Drift	0	3	0	0	3	1.7
Defective Tires/Tire Blowout	0	2	0	0	2	1.2
Soft or Defective Shoulder	0	2	0	0	2	1.2
Other Human Condition	1	0	0	0	1	0.6
Careless Driving/Stunting	0	1	0	0	1	0.6
Passing or Improper Lane Usage	0	1	0	0	1	0.6
Animal Action (Wild)	0	0	1	0	1	0.6
Other Environmental Condition	0	1	0	0	1	0.6
Fell Asleep	0	1	0	0	1	0.6
Extreme Fatigue	0	1	0	0	1	0.6
Turning Improperly	1	0	0	0	1	0.6
Excessive Loose Gravel	0	0	1	0	1	0.6
Obstruction/Debris on Road	0	0	0	1	1	0.6
Sun Glare	1	0	0	0	1	0.6
View from Vehicle Obstructed	0	1	0	0	1	0.6

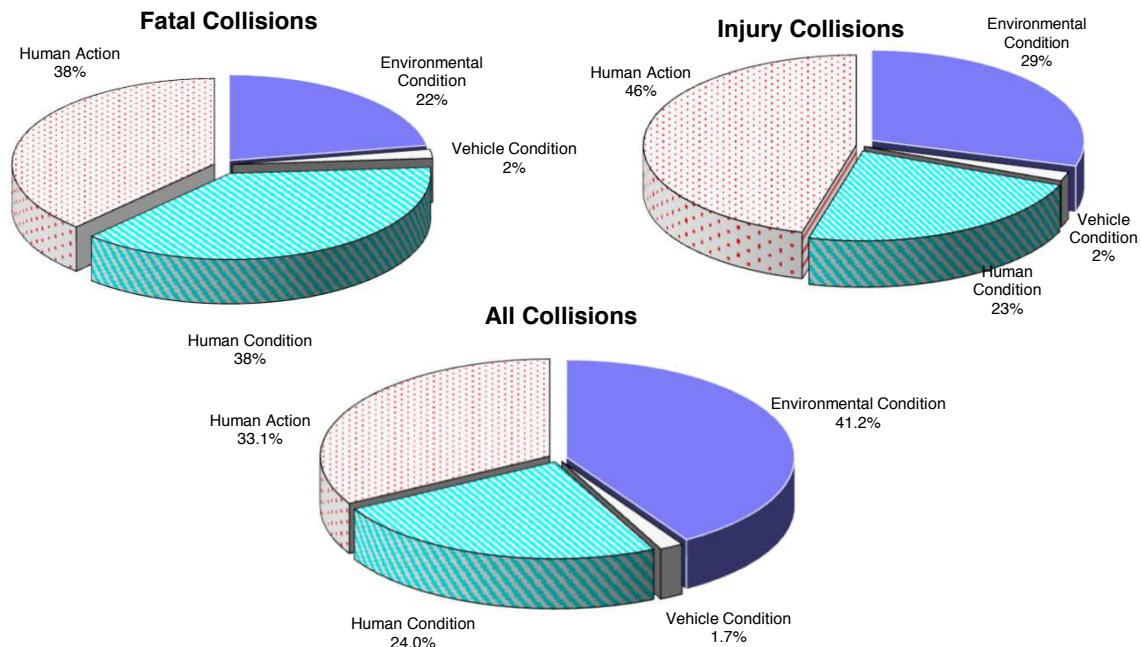
¹ Alcohol involvement collisions involve drivers who have been coded as 'Had Been Drinking' or 'Impaired'.

² Distracted driving collisions involve drivers who have been coded as 'Inattentive' or 'Distracted'.

³ Speed-related collisions involve drivers who have been coded as 'Driving Too Fast for Road Conditions' or 'Exceeding the Speed Limit'.

Major Contributing Factors by Collision Severity

Figure 3.1



Count of Human Condition Factors by Severity of Collision

Table 3.3

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Driver Inattention	5,314	448	18	5,780	14.4
Driver Distraction	930	281	5	1,216	3.0
Driver Inexperience/Confusion	586	213	4	803	2.0
Driving While Impaired	355	157	28	540	1.3
Other Human Conditions	419	103	1	523	1.3
Had Been Drinking	202	63	6	271	0.7
Fell Asleep	93	63	1	157	0.4
Extreme Fatigue	71	39	1	111	0.3
Lost Consciousness/Other Illness	32	38	0	70	0.2
Physical/Medical Disability	47	21	0	68	0.2
Drugs (Prescription or Illegal)	39	19	3	61	0.2
Defective Eyesight/Hearing	4	3	0	7	0.0
Total	8,092	1,448	67	9,607	24.0

Count of Human Action Factors by Severity of Collision

Table 3.4

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield	2,049	792	7	2,848	7.1
Following Too Closely	1,869	574	0	2,443	6.1
Taking Evasive Action	1,274	228	8	1,510	3.8
Driving Too Fast for Conditions	1,084	354	8	1,446	3.6
Other Human Action	809	219	22	1,050	2.6
Passing or Improper Lane Usage	890	120	1	1,011	2.5
Turning Improperly	877	108	1	986	2.5
Traffic Control Device Disregarded	555	271	5	831	2.1
Backing Unsafely	559	32	0	591	1.5
Careless Driving/Stunting	190	63	1	254	0.6
Exceeding Speed Limit	101	76	5	182	0.5
Pedestrian Action Contributed	1	48	3	52	0.1
Driving Wrong Way in One-way Traffic	24	21	6	51	0.1
Fail to Signal	12	4	0	16	0.0
Total	10,294	2,910	67	13,271	33.1

Count of Vehicle Condition Factors by Severity of Collision

Table 3.5

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Other Vehicle Condition/Defect	123	15	0	138	0.3
View from Vehicle Obstructed	113	18	1	132	0.3
Defective Brakes	67	24	0	91	0.2
Defective Tires/Tire Blowout	73	11	2	86	0.2
Jackknife/Trailer Swing	48	3	0	51	0.1
Vehicle Overloaded/Improperly Loaded	45	6	0	51	0.1
Load Shifted/Spilled	37	5	0	42	0.1
Defective Suspension/Wheel Failure	27	7	0	34	0.1
Defective Steering	18	5	0	23	0.1
Defective Engine/Power Train/Wiring	10	4	0	14	0.0
Defective Lights	7	3	0	10	0.0
Lights Not On	3	4	0	7	0.0
Defective Exhaust System	0	0	0	0	0.0
Total	571	105	3	679	1.7

Count of Environmental Condition Factors by Severity of Collision

Table 3.6

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal Action (Wild)	7,505	278	1	7,784	19.4
Road Condition (Surface or Structure)	3,601	605	10	4,216	10.5
Uninvolved Vehicle	772	250	0	1,022	2.6
Weather Conditions	731	170	14	915	2.3
View Obstructed/Limited	546	146	5	697	1.7
Other Environmental Condition	269	66	1	336	0.8
Obstruction/Debris on Road	242	29	1	272	0.7
Snow Drift	186	32	3	221	0.6
Sun Glare	156	62	1	219	0.5
Animal Action (Domestic)	192	16	0	208	0.5
Excessive Loose Gravel	112	91	1	204	0.5
Uninvolved Pedestrian	105	56	0	161	0.4
Construction Zone	108	44	0	152	0.4
Soft or Defective Shoulder	47	19	2	68	0.2
Traffic Control Device Not Working	17	9	0	26	0.1
Lane Marking Inadequate	12	1	0	13	0.0
Total	14,601	1,874	39	16,514	41.2

Count of Human Condition Factors by Road System

Table 3.7

Human Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Driver Inattention	5,442	213	92	33	5,780	14.4
Driver Distraction	922	204	70	20	1,216	3.0
Driver Inexperience/Confusion	464	172	143	24	803	2.0
Driving While Impaired	386	99	30	25	540	1.3
Other Human Conditions	452	47	16	8	523	1.3
Had Been Drinking	181	44	20	26	271	0.7
Fell Asleep	42	98	13	4	157	0.4
Extreme Fatigue	33	62	14	2	111	0.3
Lost Consciousness/Other Illness	39	28	3	0	70	0.2
Physical/Medical Disability	55	10	1	2	68	0.2
Drugs (Prescription or Illegal)	40	17	4	0	61	0.2
Defective Eyesight/Hearing	6	1	0	0	7	0.0
Total	8,062	995	406	144	9,607	24.0

Count of Human Action Factors by Road System

Table 3.8

Human Action	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Fail to Yield	2,589	158	71	30	2,848	7.1
Following Too Closely	2,189	173	59	22	2,443	6.1
Taking Evasive Action	735	435	282	58	1,510	3.8
Driving Too Fast for Conditions	1,000	223	181	42	1,446	3.6
Other Human Action	788	170	60	32	1,050	2.6
Passing or Improper Lane Usage	857	125	21	8	1,011	2.5
Turning Improperly	863	74	26	23	986	2.5
Traffic Control Device Disregarded	756	57	17	1	831	2.1
Backing Unsafely	535	13	24	19	591	1.5
Careless Driving/Stunting	194	33	15	12	254	0.6
Exceeding Speed Limit	97	53	22	10	182	0.5
Pedestrian Action Contributed	46	2	0	4	52	0.1
Driving Wrong Way in One-way Traffic	25	21	4	1	51	0.1
Fail to Signal	14	2	0	0	16	0.0
Total	10,688	1,539	782	262	13,271	33

Count of Vehicle Condition Factors by Road System

Table 3.9

Vehicle Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Other Vehicle Condition/Defect	71	43	18	6	138	0.3
View from Vehicle Obstructed	92	23	14	3	132	0.3
Defective Brakes	59	19	10	3	91	0.2
Defective Tires/Tire Blowout	24	39	19	4	86	0.2
Vehicle Overloaded/Improperly Loaded	14	30	4	3	51	0.1
Jackknife/Trailer Swing	13	24	12	2	51	0.1
Load Shifted/Spilled	9	25	8	0	42	0.1
Defective Suspension/Wheel Failure	9	19	4	2	34	0.1
Defective Steering	7	11	4	1	23	0.1
Defective Engine/Power Train/Wiring	5	6	2	1	14	0.0
Defective Lights	3	3	1	3	10	0.0
Lights Not On	3	1	1	2	7	0.0
Defective Exhaust System	0	0	0	0	0	0.0
Total	309	243	97	30	679	1.7

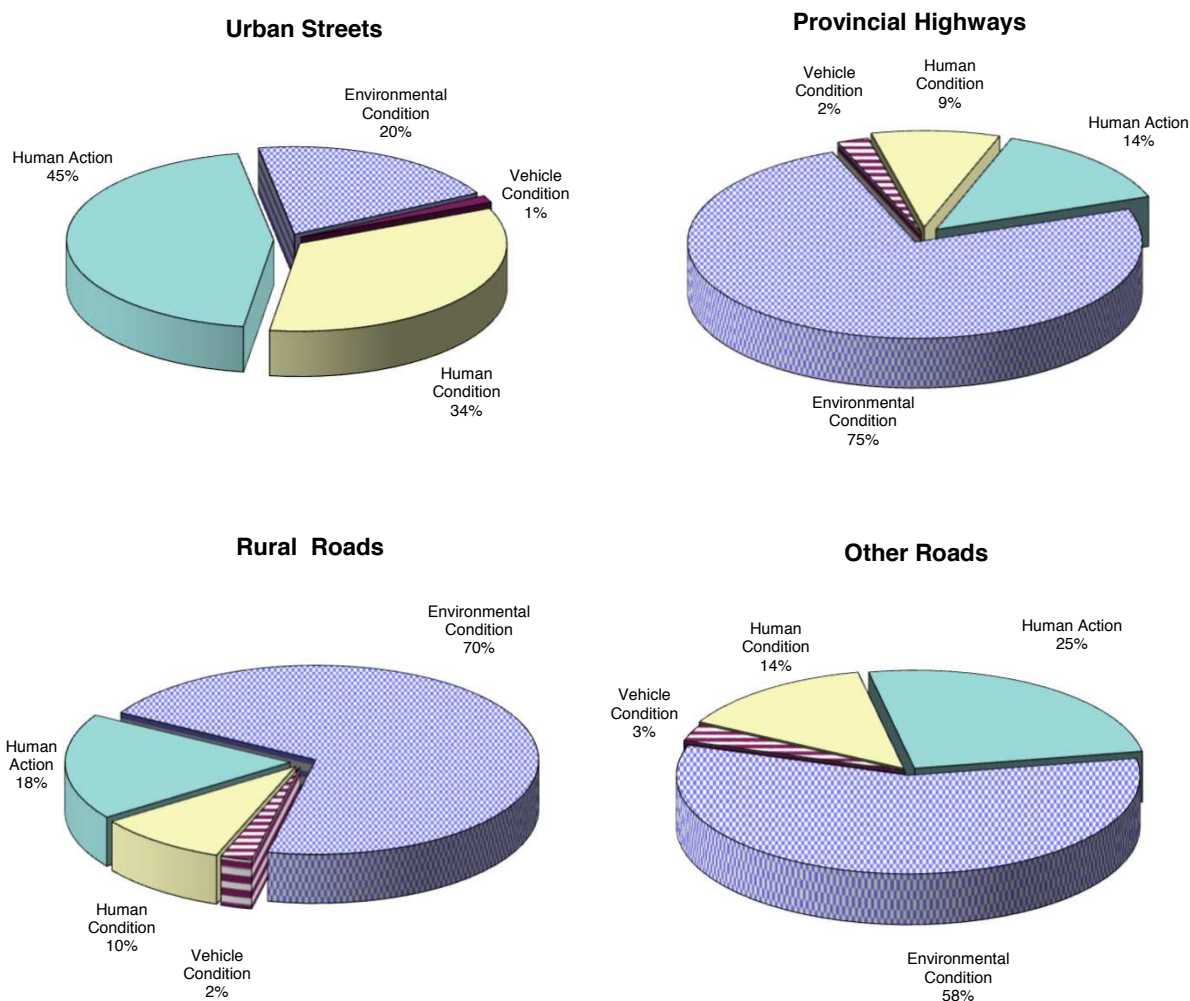
Count of Environmental Condition Factors by Road System

Table 3.10

Environmental Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Animal Action (Wild)	148	5,728	1,702	206	7,784	19.4
Road Condition (Surface or Structure)	2,584	844	596	192	4,216	10.5
Uninvolved Vehicle	610	322	61	29	1,022	2.6
Weather Conditions	393	374	115	33	915	2.3
View Obstructed/Limited	253	284	124	36	697	1.7
Other Environmental Condition	108	132	69	27	336	0.8
Obstruction/Debris on Road	60	154	45	13	272	0.7
Snow Drift	94	84	36	7	221	0.6
Sun Glare	157	35	19	8	219	0.5
Animal Action (Domestic)	60	63	64	21	208	0.5
Excessive Loose Gravel	21	38	126	19	204	0.5
Uninvolved Pedestrian	156	5	0	0	161	0.4
Construction Zone	68	69	12	3	152	0.4
Soft or Defective Shoulder	6	26	35	1	68	0.2
Traffic Control Device Not Working	21	0	5	0	26	0.1
Lane Marking Inadequate	9	1	2	1	13	0.0
Total	4,748	8,159	3,011	596	16,514	41.2

Major Contributing Factors in Collisions by Road System

Figure 3.2



Environmental Factors

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Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all of these factors to properly design effective countermeasures for reducing collisions.

This section provides a breakdown of collisions for each of the different driving environments by severity and road system.

Tables 4.1 to 4.3 and Table 4.8 show that most collisions occur under near ideal conditions, such as a dry surface (42%), clear weather (46%), daylight (53%), and on a straight/level stretch of road (67%). These numbers may be overstated as in many cases an adverse condition is reported only if it was a factor in the collision. This is evident by the 42% of collisions where a weather condition is not stated.

Tables 4.6 and 4.7 provide a breakdown of the types of collisions by single and multiple vehicle configurations. Single vehicle collisions account for 89% of the collisions on rural roads, 87% on provincial highways and 20% on urban streets.

Table 4.9 and 4.10 describe some of the events that occur in collisions, such as hitting a fixed or movable object, overturning or jackknifing.

Figure 4.1
Collisions by Road Surface Condition

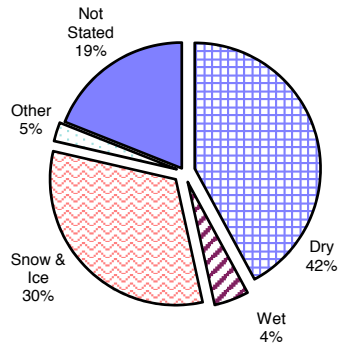


Figure 4.2
Collisions by Light Condition

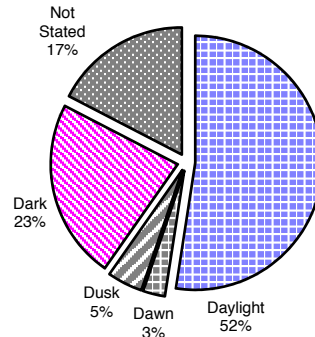
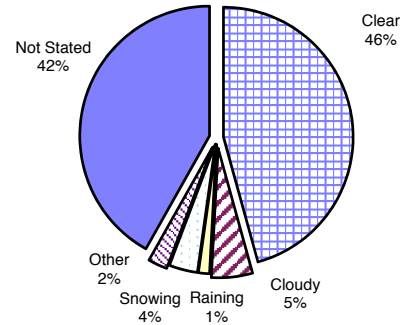


Figure 4.3
Collisions by Weather Condition



Collisions by Road Surface Condition and Severity

Table 4.1

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	10,225	1,947	59	12,231	42.1
Packed Snow/Ice	7,845	748	9	8,602	29.6
Not Stated	5,338	171	0	5,509	19.0
Wet	1,039	246	6	1,291	4.4
Loose Gravel or Sand	326	169	5	500	1.7
Loose Snow	562	131	4	697	2.4
Slush	89	32	1	122	0.4
Muddy	70	9	2	81	0.3
Fresh Oil	1	2	0	3	0.0
Total	25,495	3,455	86	29,036	100

Collisions by Light Condition and Severity

Table 4.2

Natural/Artificial Light* Condition	Property Damage	Personal Injury	Fatal	Total	%
Daylight	12,860	2,322	47	15,229	52.4
Dark/No Lighting*	3,576	391	21	3,988	13.7
Dark/Lighting On*	2,260	385	6	2,651	9.1
Not Stated	4,922	127	4	5,053	17.4
Dusk	1,165	132	5	1,302	4.5
Dawn	712	98	3	813	2.8
Total	25,495	3,455	86	29,036	100

* Artificial lighting refers to street lighting.

Collisions by Weather Condition and Severity

Table 4.3

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear	11,055	2,157	63	13,275	45.7
Not Stated	11,578	569	0	12,147	41.8
Cloudy	1,151	327	10	1,488	5.1
Snowing	851	174	4	1,029	3.5
Raining	313	86	2	401	1.4
Drifting Snow/Dust	225	62	5	292	1.0
Fog/Smoke/Smog	139	23	0	162	0.6
Sleet/Hail/Freezing Rain	96	28	2	126	0.4
Strong Winds	87	29	0	116	0.4
Total	25,495	3,455	86	29,036	100

Intersection-Related Collisions by Severity

Table 4.4

Type of Intersection	Property Damage	Personal Injury	Fatal	Total
Street/Street	7,861	1,559	10	9,430
Street/Private Approach, Driveway	726	134	0	860
Highway/Highway	523	99	5	627
Street/Highway	355	39	0	394
Grid-Municipal Road/Grid-Municipal Road	413	62	5	480
Highway/Grid-Municipal Road	144	79	1	224
Street/Lane or Alley	208	23	0	231
Lane or Alley/Lane or Alley	20	2	0	22
Grid-Municipal Road/Other Road	72	19	0	91
Highway/Private Approach, Driveway	38	17	1	56
Street/Grid-Municipal Road	105	11	0	116
Grid-Municipal Road/Private Approach, Driveway	38	11	1	50
Other Road/Private Approach, Driveway	25	6	0	31
Lane or Alley/Private Approach, Driveway	13	3	0	16
Lane or Alley/Highway	6	0	0	6
Highway/Other Road	1	3	0	4
Lane or Alley/Other Road	4	2	0	6
Grid-Municipal Road/Lane or Alley	7	0	0	7
Total Intersection Related	10,559	2,069	23	12,651

Non-Intersection-Related Collisions by Severity

Table 4.5

Collision Site	Property Damage	Personal Injury	Fatal	Total
Non-Intersection (Urban)	4,960	351	3	5,314
Non-Intersection (Highway)	6,358	646	43	7,047
Non-Intersection (Rural)	2,164	227	8	2,399
Non-Intersection (Other)	425	79	7	511
Other/Not Stated (Urban)	662	14	0	676
Bridge or Overpass (Urban)	69	12	1	82
Other/Not Stated (Highway)	37	6	0	43
Ramp (Urban)	37	7	0	44
Other/Not Stated (Other)	24	0	0	24
Bridge or Overpass (Highway)	32	9	0	41
Railroad Level Crossing (Urban)	40	12	0	52
Other/Not Stated (Rural)	17	1	0	18
Tunnel or Underpass (Urban)	11	6	0	17
Railroad Level Crossing (Highway)	10	3	1	14
Railroad Level Crossing (Rural)	15	2	0	17
Bridge or Overpass (Rural)	8	1	0	9
Passing Lane/Climbing Lane (Urban)	11	2	0	13
Off Roadway (Urban)	18	3	0	21
Off Roadway (Highway)	4	1	0	5
Off Roadway (Rural)	15	2	0	17
Ramp (Highway)	1	0	0	1
Passing Lane/Climbing Lane (Highway)	4	0	0	4
Off Roadway (Other)	7	0	0	7
Tunnel or Underpass (Highway)	3	2	0	5
Bridge or Overpass (Other)	1	0	0	1
Passing Lane/Climbing Lane (Rural)	1	0	0	1
Ramp (Other)	0	0	0	0
Passing Lane/Climbing Lane (Other)	0	0	0	0
Railroad Level Crossing (Other)	1	0	0	1
Tunnel or Underpass (Other)	0	0	0	0
Ramp (Rural)	0	0	0	0
Tunnel or Underpass (Rural)	1	0	0	1
Total Non-Intersection Related	14,936	1,386	63	16,385
Totals	25,495	3,455	86	29,036

Collisions by Configuration and Severity

Table 4.6

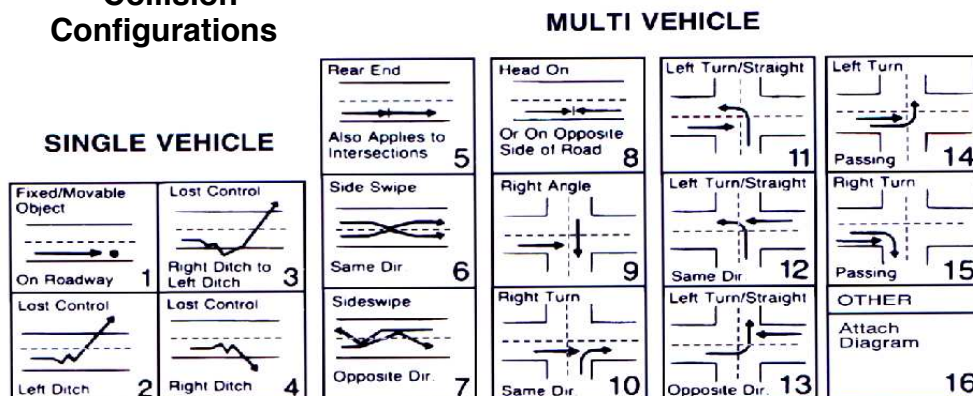
Collision Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
1 Object on Roadway	8,376	517	13	8,906	30.7
4 Lost Control Right Ditch	1,866	448	15	2,329	8.0
2 Lost Control Left Ditch	791	227	4	1,022	3.5
3 Lost Control Right to Left	169	75	5	249	0.9
Single Vehicle Total	11,202	1,267	37	12,506	43.1
5 Rear End	4,505	829	6	5,340	18.4
9 Right Angle	1,800	574	11	2,385	8.2
6 Side Swipe Same Direction	1,803	74	1	1,878	6.5
13 Left Turn/Straight - Opposite Direction	886	244	1	1,131	3.9
11 Left Turn/Straight	554	110	2	666	2.3
7 Side Swipe Opposite Direction	236	47	4	287	1.0
12 Left Turn/Straight - Same Direction	187	33	0	220	0.8
10 Right Turn Same Direction	197	28	1	226	0.8
8 Head On	196	38	19	253	0.9
15 Right Turn Passing	106	12	0	118	0.4
14 Left Turn Passing	107	18	0	125	0.4
Multiple Vehicle Total	10,577	2,007	45	12,629	43.5
16 Other - Single or Multiple Vehicle	3,716	181	4	3,901	13.4
Total	25,495	3,455	86	29,036	100

Collisions by Configuration and Road System

Table 4.7

Collision Configuration*	Urban Streets	Provincial Highways	Rural Roads	Other Roads	Total	% of Total
1 Object on Roadway	1,181	5,785	1,700	240	8,906	30.7
4 Lost Control Right Ditch	712	768	684	165	2,329	8.0
2 Lost Control Left Ditch	346	363	252	61	1,022	3.5
3 Lost Control Right to Left	102	94	43	10	249	0.9
Single Vehicle Total	2,341	7,010	2,679	476	12,506	43.1
5 Rear End	4,921	317	72	30	5,340	18.4
9 Right Angle	2,169	127	68	21	2,385	8.2
6 Side Swipe Same Direction	1,749	106	16	7	1,878	6.5
13 Left Turn/Straight - Opposite Direction	1,091	33	6	1	1,131	3.9
11 Left Turn/Straight	614	27	12	13	666	2.3
7 Side Swipe Opposite Direction	189	69	19	10	287	1.0
8 Head On	194	46	4	9	253	0.9
10 Right Turn Same Direction	208	10	5	3	226	0.8
12 Left Turn/Straight - Same Direction	203	12	2	3	220	0.8
14 Left Turn Passing	92	28	4	1	125	0.4
15 Right Turn Passing	110	5	1	2	118	0.4
Multiple Vehicle Total	11,540	780	209	100	12,629	43.5
16 Other - Single or Multiple Vehicle	3,404	265	132	100	3,901	13.4
Total	17,285	8,055	3,020	676	29,036	100

*Collision Configurations



Vehicles in Collisions by Roadway Alignment and Severity

Table 4.8

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight/Level or Near Level	25,043	4,971	116	30,130	65.6
Not Stated	12,971	377	3	13,351	29.0
Curved/Level or Near Level	1,107	317	10	1,434	3.1
Straight/Steep Incline or Decline	231	58	6	295	0.6
Straight/Top of Hill (Crest)	234	59	2	295	0.6
Straight/Bottom of Hill (Sag)	119	40	4	163	0.4
Curved/Steep Incline or Decline	87	30	0	117	0.3
Curved/Top of Hill (Crest)	42	18	0	60	0.1
Dead End/Level or Near Level	54	8	0	62	0.1
Curved/Bottom of Hill (Sag)	36	11	0	47	0.1
Dead End/Steep Incline or Decline	1	1	0	2	0.0
Dead End/Top of Hill (Crest)	1	0	0	1	0.0
Dead End/Bottom of Hill (Sag)	1	2	0	3	0.0
Total	39,927	5,892	141	45,960	100

Collision Events by Severity of Collision

Table 4.9

Hit Fixed Object	Property Damage	Personal Injury	Fatal	Total	%
Ditch Bottom/Back Slope	899	152	6	1,057	2.8
Tree/Bush	471	69	3	543	1.4
Curbing	535	61	0	596	1.6
Lamp Support (Traffic Signal, Street Light)	293	51	1	345	0.9
Sign Post	319	32	0	351	0.9
Fence	246	25	0	271	0.7
Other Fixed Object	413	24	1	438	1.1
Snow Bank/Drift	190	22	2	214	0.6
Raised Median/Barrier	190	28	0	218	0.6
Power/Telephone Pole	170	25	0	195	0.5
Guard Rail	138	25	0	163	0.4
Approach	98	39	0	137	0.4
Building/Wall	92	12	0	104	0.3
Debris on Road	177	14	0	191	0.5
Bridge Structure	31	9	1	41	0.1
Rock Face/Rocks on Road	74	5	0	79	0.2
Traffic Barricade	84	11	0	95	0.2
Fire Hydrant, Parking Meter, Utility Box	63	4	0	67	0.2
Culvert	25	6	0	31	0.1
Gravel Pile	24	7	2	33	0.1
Delineator Post	20	1	0	21	0.1
Crash Cushions/Impact Attenuator	25	1	0	26	0.1
Subtotal Fixed Objects	4,577	623	16	5,216	13.6
Hit Movable Object					
Another Road Vehicle	13,363	2,151	47	15,561	40.5
Animal	7,518	246	1	7,765	20.2
Other Movable Object	293	27	0	320	0.8
Pedestrian	7	253	16	276	0.7
Railroad Train	13	2	0	15	0.0
Subtotal Movable Objects	21,194	2,679	64	23,937	62.3
Non-Collision Event					
Ran Off Road	2,924	951	41	3,916	10.2
Skidding/Sliding/Spinning	2,974	774	19	3,767	9.8
Overturned	564	521	24	1,109	2.9
Other Non-Collision Events	204	26	0	230	0.6
Submersion	70	24	2	96	0.2
Jackknife/Trailer Swing	58	10	1	69	0.2
Fire/Explosion	19	9	5	33	0.1
Load Spill	41	9	1	51	0.1
Subtotal Non-Collision Events	6,854	2,324	93	9,271	24.1
Grand Total	32,625	5,626	173	38,424	100

Collision Events by Road System

Table 4.10

Hit Fixed Object	Urban Streets	Provincial Highways	Rural Roads	Other	% of Total	
					Total	Factors
Ditch Bottom/Back Slope	104	455	412	86	1,057	2.8
Curbing	581	6	5	4	596	1.6
Tree/Bush	267	84	122	70	543	1.4
Other Fixed Object	323	62	40	13	438	1.1
Sign Post	255	68	24	4	351	0.9
Lamp Support (Traffic Signal, Street Light)	324	14	4	3	345	0.9
Fence	156	41	63	11	271	0.7
Raised Median/Barrier	207	6	2	3	218	0.6
Snow Bank/Drift	97	67	41	9	214	0.6
Power/Telephone Pole	146	24	17	8	195	0.5
Debris on Road	28	126	22	15	191	0.5
Guard Rail	108	46	7	2	163	0.4
Approach	45	53	31	8	137	0.4
Building/Wall	101	1	0	2	104	0.3
Traffic Barricade	76	11	7	1	95	0.2
Rock Face/Rocks on Road	17	19	30	13	79	0.2
Fire Hydrant, Parking Meter, Utility Box	65	1	0	1	67	0.2
Bridge Structure	29	9	3	0	41	0.1
Gravel Pile	5	12	15	1	33	0.1
Culvert	10	12	8	1	31	0.1
Crash Cushions/Impact Attenuator	23	2	1	0	26	0.1
Delineator Post	17	1	3	0	21	0.1
Subtotal - Fixed Objects	2,984	1,120	857	255	5,216	13.6
Hit Movable Object						
Another Road Vehicle	14,196	905	284	176	15,561	40.5
Animal	156	5,720	1,683	206	7,765	20.2
Other Movable Object	202	84	25	9	320	0.8
Pedestrian	251	12	2	11	276	0.7
Railroad Train	8	3	4	0	15	0.0
Subtotal - Movable Objects	14,813	6,724	1,998	402	23,937	62.3
Non-Collision Event						
Ran Off Road	1,213	1,427	1,011	265	3,916	10.2
Skidding/Sliding/Spinning	2,116	884	589	178	3,767	9.8
Overturned	96	543	395	75	1,109	2.9
Other Non-Collision Events	86	104	33	7	230	0.6
Submersion	8	41	41	6	96	0.2
Jackknife/Trailer Swing	3	54	11	1	69	0.2
Load Spill	8	29	11	3	51	0.1
Fire/Explosion	4	19	9	1	33	0.1
Subtotal - Non-Collision Events	3,534	3,101	2,100	536	9,271	24.1
Grand Total	21,331	10,945	4,955	1,193	38,424	100

Vehicles in Collisions by Road Characteristics and Severity

Table 4.11

Road Characteristics	Property	Personal	Fatal	Total	%
	Damage	Injury			
Undivided Two-way	17,599	2,844	98	20,541	44.7
Not Stated	13,074	381	6	13,461	29.3
Divided Raised Median	4,509	1,458	10	5,977	13.0
Divided Depressed/Painted Median	2,865	871	26	3,762	8.2
Undivided One-way	1,153	211	1	1,365	3.0
Other	727	127	0	854	1.9
Total	39,927	5,892	141	45,960	100

TAIS records up to three events in order of sequence for each vehicle involved in a collision.

Tables 4.9 and 4.10 summarize the 38,424 events that were recorded in 29,036 collisions. It should also be noted that these figures represent the total number of occurrences of that event.

Driver Factors

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Driver Factors

Driver factors captured for collisions include the driver's age and gender, traffic charges laid, human action contributing to the collision and the driver's licence class. The information gathered for drivers shows several indicators that help predict an individual's likelihood of causing a collision. These indicators are used to identify the characteristics of those drivers who are more likely to cause collisions, and to address the behaviors that increase their risk of collision.

Driver Improvement Program

SGL's Driver Improvement Program monitors the driving records of all Saskatchewan drivers and intervenes when an individual's record warrants it. The purpose of the program is to encourage drivers who are incurring convictions, or are responsible for collisions, to develop and maintain safe driving habits. SGL uses a demerit system for tracking driver performance.

SGL sends warning letters advising drivers of their deteriorating driving records. Drivers who, in spite of a warning, incur additional convictions or are responsible for collisions are required to attend a defensive driving course. Being responsible for further collisions or convictions may result in the driver being required to take driver improvement training. Being responsible for subsequent collisions or convictions may result in licence restrictions or suspensions.

Graduated Driver Licensing Program

SGL's Graduated Driver Licensing (GDL) program was implemented in September 2005. It was designed to improve road safety by exposing new drivers to incremental levels of risk as they gain more experience in the driving environment.

There are three stages in the program: a nine-month Learner stage, a six-month Novice 1 stage and a 12-month Novice 2 stage. Program restrictions are relaxed as drivers advance through these stages. Drivers in the Novice 2 stage must not be responsible for any collisions or get traffic convictions and suspensions in order to graduate to a full licence.

Motorcycle Graduated Driver Licensing Program

In June 2011, Saskatchewan extended the GDL program to new motorcyclists. The program is intended to assist new riders in developing their skill and to mitigate their risk of collision involvement.

Similar to the GDL program, the Motorcycle Graduated Driver Licensing (MGDL) program is a staged program which allows new motorcycle riders to move on to incrementally riskier driving situations as they gain experience. MGDL consists of a 12- to 24-month Learner stage, a 12-month Novice 1 stage and a 12-month Novice 2 stage.

Saskatchewan has a zero alcohol or drug tolerance level for drivers in the GDL and MGDL programs.

Licensed Drivers and Drivers in Collisions by Driver Age

Table 5.1

Age	Licensed Drivers			Drivers In 2017 Collisions								Rates	
	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
<16	3,914	3,832	7,746	41	31	2	74	52	21	1	74	9.55	0.19
16	5,557	5,333	10,890	555	378	3	936	783	152	1	936	85.95	1.67
17	5,603	5,561	11,164	553	427	1	981	829	151	1	981	87.87	1.70
18	6,056	5,754	11,810	555	450	0	1,005	816	183	6	1,005	85.10	1.65
19	6,081	5,870	11,951	565	423	3	991	847	143	1	991	82.92	1.61
20	6,071	5,900	11,971	550	378	3	931	820	107	4	931	77.77	1.51
21	6,450	6,006	12,456	576	376	8	960	819	139	2	960	77.07	1.49
22	6,378	6,229	12,607	526	399	0	925	796	128	1	925	73.37	1.42
23	6,753	6,292	13,045	552	397	2	951	820	130	1	951	72.90	1.41
24	6,915	6,441	13,356	570	352	0	922	799	117	6	922	69.03	1.34
25	7,149	6,610	13,759	536	390	2	928	782	144	2	928	67.45	1.31
26	7,303	6,871	14,174	591	395	1	987	858	125	4	987	69.63	1.35
27	7,667	7,181	14,848	556	349	1	906	772	130	4	906	61.02	1.18
28	7,905	7,389	15,294	577	354	1	932	809	122	1	932	60.94	1.18
29	7,734	7,281	15,015	548	320	2	870	745	123	2	870	57.94	1.12
30	7,739	7,370	15,109	571	326	4	901	766	129	6	901	59.63	1.16
31	7,849	7,335	15,184	546	347	4	897	762	131	4	897	59.08	1.14
32	7,781	7,403	15,184	492	323	0	815	691	122	2	815	53.67	1.04
33	7,908	7,450	15,358	521	322	3	846	722	123	1	846	55.09	1.07
34	7,669	7,438	15,107	472	320	2	794	689	100	5	794	52.56	1.02
35	7,487	7,502	14,989	472	352	0	824	698	123	3	824	54.97	1.07
36	7,503	7,191	14,694	459	295	1	755	668	85	2	755	51.38	1.00
37	7,492	6,748	14,240	481	281	0	762	632	127	3	762	53.51	1.04
38	7,222	6,782	14,004	430	253	2	685	594	89	2	685	48.91	0.95
39	7,018	6,560	13,578	446	250	0	696	611	84	1	696	51.26	0.99
40	7,028	6,557	13,585	392	284	4	680	573	105	2	680	50.06	0.97
41	6,751	6,429	13,180	431	268	1	700	613	83	4	700	53.11	1.03
42	6,515	6,143	12,658	431	254	2	687	588	98	1	687	54.27	1.05
43	6,492	6,039	12,531	406	212	4	622	542	78	2	622	49.64	0.96
44	6,189	6,057	12,246	379	239	4	622	530	91	1	622	50.79	0.98
45	6,403	5,829	12,232	369	203	0	572	489	81	2	572	46.76	0.91
46	6,233	5,983	12,216	355	201	1	557	476	78	3	557	45.60	0.88
47	6,205	5,849	12,054	377	197	0	574	499	71	4	574	47.62	0.92
48	6,165	5,817	11,982	353	179	2	534	457	76	1	534	44.57	0.86
49	6,183	5,756	11,939	324	198	0	522	436	84	2	522	43.72	0.85
50	5,900	5,559	11,459	337	187	0	524	465	59	0	524	45.73	0.89
51	6,241	5,928	12,169	320	178	1	499	437	59	3	499	41.01	0.79
52	6,715	6,371	13,086	350	224	2	576	480	93	3	576	44.02	0.85
53	7,015	6,960	13,975	358	188	1	547	469	76	2	547	39.14	0.76
54	7,353	7,173	14,526	372	194	3	569	479	88	2	569	39.17	0.76
55	7,398	7,177	14,575	324	214	3	541	464	75	2	541	37.12	0.72
56	7,398	7,137	14,535	353	215	0	568	477	89	2	568	39.08	0.76
57	7,373	7,021	14,394	328	192	1	521	438	80	3	521	36.20	0.70
58	7,394	7,131	14,525	335	188	1	524	440	81	3	524	36.08	0.70
59	7,092	6,979	14,071	307	157	3	467	410	55	2	467	33.19	0.64
60	7,255	6,859	14,114	318	162	1	481	393	86	2	481	34.08	0.66
61	6,864	6,577	13,441	281	152	2	435	372	63	0	435	32.36	0.63
62	7,005	6,617	13,622	287	144	0	431	377	53	1	431	31.64	0.61

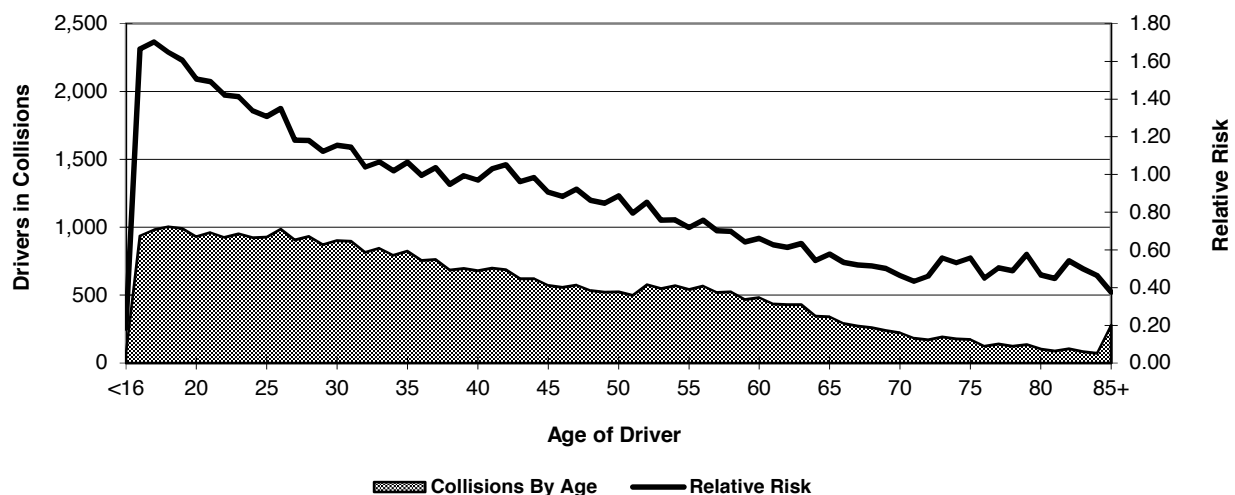
Age	Licensed Drivers			Drivers In 2017 Collisions								Rates	
	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
63	6,721	6,457	13,178	285	146	0	431	375	54	2	431	32.71	0.63
64	6,270	6,031	12,301	238	107	0	345	295	47	3	345	28.05	0.54
65	5,890	5,499	11,389	225	113	2	340	293	47	0	340	29.85	0.58
66	5,468	5,147	10,615	191	101	0	292	249	41	2	292	27.51	0.53
67	5,159	5,002	10,161	194	78	1	273	236	37	0	273	26.87	0.52
68	5,040	4,779	9,819	176	85	0	261	215	44	2	261	26.58	0.52
69	4,696	4,566	9,262	161	79	0	240	202	38	0	240	25.91	0.50
70	4,714	4,563	9,277	149	73	0	222	192	27	3	222	23.93	0.46
71	4,081	4,100	8,181	119	64	0	183	160	22	1	183	22.37	0.43
72	3,638	3,510	7,148	119	51	0	170	151	19	0	170	23.78	0.46
73	3,348	3,321	6,669	129	63	0	192	172	20	0	192	28.79	0.56
74	3,276	3,208	6,484	124	54	0	178	153	24	1	178	27.45	0.53
75	3,009	3,011	6,020	93	80	0	173	146	26	1	173	28.74	0.56
76	2,629	2,738	5,367	82	42	1	125	106	19	0	125	23.29	0.45
77	2,729	2,687	5,416	92	49	0	141	117	24	0	141	26.03	0.50
78	2,426	2,474	4,900	84	40	0	124	110	14	0	124	25.31	0.49
79	2,260	2,284	4,544	85	50	0	135	114	20	1	135	29.71	0.58
80	2,021	2,205	4,226	65	36	1	102	81	20	1	102	24.14	0.47
81	1,920	1,928	3,848	59	30	0	89	72	17	0	89	23.13	0.45
82	1,829	1,884	3,713	66	37	1	104	86	18	0	104	28.01	0.54
83	1,630	1,665	3,295	51	34	0	85	67	18	0	85	25.80	0.50
84	1,510	1,536	3,046	47	25	1	73	66	5	2	73	23.97	0.46
85+	7,513	6,838	14,351	176	102	1	279	235	42	2	279	19.44	0.38
NS	0	0	0	202	50	3,166	3,418	3,243	171	4	3,418		
Total	416,148	397,710	813,858	24,040	14,707	3,255	42,002	36,220	5,644	138	42,002	51.61	

*The collision rate is the number of drivers in collisions divided by the number of licensed drivers in that age group multiplied by 1,000 (e.g., the 16 year age group - $(936/10,890) \times 1,000 = 85.95$).

**The relative risk of being involved in a collision is calculated by dividing the total collision rate for each age group by the average rate for all drivers (e.g., for the 16 year age group - $85.95/51.61 = 1.67$).

Drivers in Collisions and Relative Risk by Driver Age

Figure 5.1



Licensed Drivers by Age, Gender and Year

Table 5.2

Age	2015			2016			2017		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
<16	3,705	3,816	7,521	3,916	3,893	7,809	3,914	3,832	7,746
16	5,511	5,315	10,826	5,303	5,303	10,606	5,557	5,333	10,890
17	5,743	5,605	11,348	5,879	5,597	11,476	5,603	5,561	11,164
18	5,955	5,728	11,683	5,937	5,760	11,697	6,056	5,754	11,810
19	6,287	5,896	12,183	6,082	5,843	11,925	6,081	5,870	11,951
20	6,206	6,046	12,252	6,323	5,930	12,253	6,071	5,900	11,971
21	6,582	6,114	12,696	6,300	6,099	12,399	6,450	6,006	12,456
22	6,696	6,227	12,923	6,679	6,260	12,939	6,378	6,229	12,607
23	6,992	6,393	13,385	6,865	6,336	13,201	6,753	6,292	13,045
24	7,278	6,732	14,010	7,107	6,568	13,675	6,915	6,441	13,356
25 - 34	76,609	71,513	148,122	77,071	72,630	149,701	76,704	72,328	149,032
35 - 44	66,511	62,141	128,652	68,335	63,916	132,251	69,697	66,008	135,705
45 - 54	66,923	63,903	130,826	65,602	62,654	128,256	64,413	61,225	125,638
55 - 64	68,761	65,216	133,977	69,952	66,648	136,600	70,770	67,986	138,756
65 - 74	41,470	40,104	81,574	43,335	41,773	85,108	45,310	43,695	89,005
75 >	28,178	27,496	55,674	28,626	28,248	56,874	29,476	29,250	58,726
Total	409,407	388,245	797,652	413,312	393,458	806,770	416,148	397,710	813,858

Drivers In Collisions by Age, Gender and Year

Table 5.3

Age	2015				2016				2017			
	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
<16	51	41	1	93	44	45	7	96	41	31	2	74
16	515	474	3	992	550	460	2	1,012	555	378	3	936
17	577	469	3	1,049	585	437	0	1,022	553	427	1	981
18	664	463	2	1,129	573	402	2	977	555	450	0	1,005
19	672	418	3	1,093	629	428	3	1,060	565	423	3	991
20	604	422	0	1,026	610	419	2	1,031	550	378	3	931
21	597	418	1	1,016	583	463	0	1,046	576	376	8	960
22	623	367	1	991	580	375	5	960	526	399	0	925
23	615	384	4	1,003	593	404	4	1,001	552	397	2	951
24	604	396	4	1,004	600	389	1	990	570	352	0	922
25 - 34	5,248	3,245	16	8,509	5,333	3,372	16	8,721	5,410	3,446	20	8,876
35 - 44	4,033	2,334	8	6,375	4,193	2,633	11	6,837	4,327	2,688	18	7,033
45 - 54	3,540	2,017	9	5,566	3,604	2,034	15	5,653	3,515	1,949	10	5,474
55 - 64	2,828	1,460	5	4,293	3,053	1,628	8	4,689	3,056	1,677	11	4,744
65 - 74	1,362	729	4	2,095	1,488	875	2	2,365	1,587	761	3	2,351
75 >	795	460	1	1,256	909	473	4	1,386	900	525	5	1,430
NS *	221	44	3,581	3,846	222	55	3,206	3,483	202	50	3,166	3,418
Total	23,549	14,141	3,646	41,336	24,149	14,892	3,288	42,329	24,040	14,707	3,255	42,002

Drivers In Collisions by Age, Collision Severity and Year

Table 5.4

Age	2015				2016				2017			
	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	58	33	2	93	64	29	3	96	52	21	1	74
16	789	200	3	992	811	200	1	1,012	783	152	1	936
17	841	203	5	1,049	823	197	2	1,022	829	151	1	981
18	943	184	2	1,129	768	204	5	977	816	183	6	1,005
19	897	189	7	1,093	853	198	9	1,060	847	143	1	991
20	825	195	6	1,026	857	167	7	1,031	820	107	4	931
21	834	178	4	1,016	859	182	5	1,046	819	139	2	960
22	833	158	0	991	792	166	2	960	796	128	1	925
23	837	163	3	1,003	806	192	3	1,001	820	130	1	951
24	818	183	3	1,004	833	156	1	990	799	117	6	922
25 - 34	6,908	1,569	32	8,509	7,180	1,495	46	8,721	7,596	1,249	31	8,876
35 - 44	5,214	1,137	24	6,375	5,571	1,246	20	6,837	6,049	963	21	7,033
45 - 54	4,518	1,026	22	5,566	4,560	1,075	18	5,653	4,687	765	22	5,474
55 - 64	3,519	755	19	4,293	3,827	845	17	4,689	4,041	683	20	4,744
65 - 74	1,668	414	13	2,095	1,903	451	11	2,365	2,023	319	9	2,351
75 >	1,014	231	11	1,256	1,129	248	9	1,386	1,200	223	7	1,430
NS *	3,666	179	1	3,846	3,299	181	3	3,483	3,243	171	4	3,418
Total	34,182	6,997	157	41,336	34,935	7,232	162	42,329	36,220	5,644	138	42,002

* Driver age not stated.

Number of Charges Resulting from Collisions by Severity of Collision

Table 5.5

Charges Laid	Property Damage	Personal Injury	Fatal	Total	% of Total Charges
Driving Without Due Care	599	283	0	882	18.5
Fail to Yield Right of Way	684	238	2	924	19.4
Other Offence	371	141	3	515	10.8
Impaired Driving/Refuse Testing	252	101	4	357	7.5
Following Too Close	250	81	0	331	7.0
Speed Too Fast for Conditions	199	56	0	255	5.4
Disobey Stop Sign	180	89	0	269	5.7
Fail to Report	135	14	0	149	3.1
Disobey Traffic Signal	145	66	2	213	4.5
No Driver's Licence	75	42	0	117	2.5
Unregistered Vehicle	94	45	2	141	3.0
Fail to Remain at Scene	82	31	2	115	2.4
24-Hour Suspension	14	3	0	17	0.4
Improper Lane Change	71	11	0	82	1.7
Improper Turn	63	39	0	102	2.1
Driving While Disqualified	70	46	0	116	2.4
Dangerous Driving	29	14	1	44	0.9
Unsafe Backing	30	1	0	31	0.7
Fail to Yield to Pedestrian	1	36	0	37	0.8
Not Using Seatbelt	2	7	0	9	0.2
Stunting	1	1	0	2	0.0
Passing When Unsafe	5	2	0	7	0.1
Driving Left of Centre	13	9	0	22	0.5
Passing on Right	3	1	0	4	0.1
Fail to Signal	5	1	0	6	0.1
Criminal Negligence	0	1	1	2	0.0
Lights, Tires, Windshield, Bumper*	2	1	0	3	0.1
Wrong Way on a One-Way Street	2	1	0	3	0.1
Inadequate Brakes	2	0	0	2	0.0
Improper Parking	1	0	0	1	0.0
Speeding Past Highway Worker	1	0	0	1	0.0
Total	3,381	1,361	17	4,759	100

* Defective or unauthorized

Number of Occurrences of Driver Human Action by Age

Table 5.6

Human Action	<16	16	17	18	19	20	21- 24	25- 34	35- 44	45- 54	55- 64	65+	Not Stated	Total	%
Fail to Yield	10	108	82	77	95	57	269	576	417	304	296	407	113	2,811	21.5
Following Too Closely	4	82	93	90	84	79	311	609	382	268	229	136	75	2,442	18.7
Driving Too Fast for Conditions	11	90	66	70	61	43	177	379	184	129	92	67	74	1,443	11.0
Taking Evasive Action	6	51	51	46	45	51	158	354	284	206	149	86	21	1,508	11.5
Traffic Control Device Disregarded	3	22	21	16	22	20	79	181	120	97	80	128	32	821	6.3
Other Human Action	9	27	19	21	27	23	85	178	138	92	80	87	215	1,001	7.6
Passing or Improper Lane Usage	0	23	16	20	28	26	91	180	148	130	122	142	68	994	7.6
Turning Improperly	2	28	16	27	32	32	85	184	143	113	135	143	45	985	7.5
Backing Unsafely	2	21	12	11	8	10	33	104	89	81	77	75	68	591	4.5
Careless Driving/Stunting	4	12	12	13	9	5	16	62	26	22	15	9	44	249	1.9
Exceeding Speed Limit	3	12	12	10	7	7	23	45	27	8	0	4	24	182	1.4
Fail to Signal	0	0	0	0	0	0	0	5	3	1	3	0	3	15	0.1
Driving Wrong Way on a One Way	0	1	2	2	3	0	5	11	9	5	4	4	2	48	0.4
Total	54	477	402	403	421	353	1,332	2,868	1,970	1,456	1,282	1,288	784	13,090	

Number of Charges Resulting from Collisions by Driver Age

Table 5.7

Charges Laid	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Driving Without Due Care	3	55	42	32	48	31	120	195	146	76	60	68	6	882	18.5
Fail to Yield Right of Way	0	39	30	31	39	23	90	201	142	94	92	133	10	924	19.4
Other Offence	8	23	16	24	16	8	48	133	79	62	38	53	7	515	10.8
Impaired Driving/Refuse Testing	0	0	7	10	15	10	69	97	69	43	23	8	6	357	7.5
Following Too Close	0	8	19	22	17	19	44	82	51	23	25	19	2	331	7.0
Speed Too Fast for Conditions	2	23	7	14	12	10	37	65	35	26	10	14	0	255	5.4
Disobey Stop Sign	2	16	10	5	10	6	27	58	45	33	21	35	1	269	5.7
Fail to Report	2	7	4	8	6	2	26	50	17	12	7	7	1	149	3.1
Disobey Traffic Signal	1	7	4	8	9	5	24	48	26	16	31	32	2	213	4.5
No Driver's Licence	7	5	1	8	7	3	17	40	9	10	5	3	2	117	2.5
Unregistered Vehicle	1	3	1	5	8	5	27	46	26	10	7	2	0	141	3.0
Fail to Remain at Scene	2	7	3	2	5	2	10	33	19	7	3	6	16	115	2.4
24-Hour Suspension	0	0	0	0	1	3	4	5	1	3	0	0	0	17	0.4
Improper Lane Change	0	4	1	1	5	2	10	19	13	11	8	7	1	82	1.7
Improper Turn	0	1	3	5	4	4	8	14	14	18	17	14	0	102	2.1
Driving While Disqualified	0	0	2	7	2	3	9	49	21	16	2	4	1	116	2.4
Dangerous Driving	1	0	1	4	4	0	3	23	4	0	3	0	1	44	0.9
Unsafe Backing	0	2	0	0	1	1	1	6	6	5	6	3	0	31	0.7
Fail to Yield to Pedestrian	0	1	1	3	2	1	2	6	3	3	5	10	0	37	0.8
Not Using Seatbelt	0	0	0	0	0	0	2	3	2	1	1	0	0	9	0.2
Stunting	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0.0
Driving Left of Centre	0	1	1	0	0	2	6	3	3	2	1	3	0	22	0.5
Passing When Unsafe	0	0	1	0	0	1	0	1	2	2	0	0	0	7	0.1
Passing on Right	0	0	0	0	0	0	0	2	2	0	0	0	0	4	0.1
Fail to Signal	0	0	1	1	0	0	0	0	0	1	2	0	1	6	0.1
Criminal Negligence	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0.0
Lights, Tires, Windshield, Bumper*	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0.1
Wrong Way on a One-Way Street	0	0	0	0	0	0	0	0	0	1	0	2	0	3	0.1
Improper Parking	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.0
Inadequate Brakes	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0.0
Speeding Past Highway Worker	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.0
Total	29	203	155	192	212	141	588	1,182	735	475	367	423	57	4,759	100

* Defective or unauthorized

Number of Occurrences of Driver Human Condition by Age

Table 5.8

Human Condition	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Driver Inattention	9	152	134	172	169	135	521	1,056	791	537	501	574	986	5,737	60.3
Driver Inexperience/Confusion	28	116	90	56	56	34	62	122	76	62	25	60	11	798	8.4
Driver Distraction	4	44	55	39	47	47	147	255	191	118	117	91	51	1,206	12.7
Driving While Impaired	1	0	13	16	21	15	92	156	96	59	28	13	18	528	5.5
Had Been Drinking	1	2	1	10	13	12	48	86	38	17	12	6	18	264	2.8
Other Human Conditions	2	13	14	9	11	13	49	91	76	53	46	72	65	514	5.4
Fell Asleep	1	8	1	8	7	2	20	44	22	16	10	16	2	157	1.6
Extreme Fatigue	0	5	2	5	8	4	13	20	26	11	6	11	0	111	1.2
Drugs (Prescription or Illegal)	0	3	1	5	0	0	7	19	7	5	9	5	0	61	0.6
Lost Consciousness/Other Illness	0	0	1	1	1	0	4	16	5	13	11	18	0	70	0.7
Physical/Medical Disability	0	1	1	0	1	2	2	9	6	11	8	26	0	67	0.7
Defective Eyesight/Hearing	0	1	0	0	0	0	0	1	2	0	0	2	0	6	0.1
Total	46	345	313	321	334	264	965	1,875	1,336	902	773	894	1,151	9,519	
%	0.5	3.6	3.3	3.4	3.5	2.8	10.1	19.7	14.0	9.5	8.1	9.4	12.1		100

Number of Drivers Involved in Collisions by Licence Class and Age

Table 5.9

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 7	Not Stated	Total
Under 16	0	0	0	0	1	46	27	74
16	2	0	0	0	845	37	52	936
17	1	0	0	0	919	24	37	981
18	3	0	0	1	919	31	51	1,005
19	23	0	2	1	870	26	69	991
20	26	0	1	4	822	15	63	931
21-24	200	1	17	25	3,226	57	232	3,758
25-34	771	30	53	155	7,131	133	603	8,876
35-44	864	41	44	139	5,467	58	420	7,033
45-54	805	60	43	117	4,096	31	322	5,474
55-64	725	56	46	99	3,480	15	323	4,744
65 and Over	303	23	18	24	3,216	4	193	3,781
Not Stated	4	0	0	0	22	0	3,392	3,418
Drivers In Collisions	3,727	211	224	565	31,014	477	5,784	42,002
Total Licensed Drivers	61,943	2,317	4,737	6,750	695,380	42,731		813,858

Licence Class

Class 1 - operators of power units and truck tractors that have a trailer where the gross weight of the towed unit(s) exceeds 4,600 kg

Class 2 - operators of buses having a seating capacity in excess of 24 passengers

Class 3 - operators of trucks with more than two axles that have a trailer(s) in tow, where the gross weight of the towed unit does not exceed 4,600 kg

Class 4 - operators of taxis, ambulances, law enforcement vehicles and buses having a seating capacity of 24 or fewer passengers

Class 5 - operators of cars, vans, two-axle trucks, two-axle vehicles having a trailer(s) in tow where the gross weight of the the unit(s) does not exceed 4,600 kg, buses when not transporting passengers, three-axle motorhomes, taxis and ambulances when not used for hire

Class 7 - Class 5 operators, operating as a learner

Number of Drivers Involved in Collisions by Year and Age

Table 5.10

Age Group	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Under 16	142	117	108	94	107	93	104	93	96	74
16	1,323	1,307	1,089	1,142	1,198	1,054	959	992	1,012	936
17	1,454	1,356	1,201	1,292	1,317	1,213	1,049	1,049	1,022	981
18	1,465	1,397	1,334	1,269	1,344	1,283	1,031	1,129	977	1,005
19	1,438	1,443	1,236	1,299	1,405	1,286	1,067	1,093	1,060	991
20	1,230	1,330	1,267	1,205	1,235	1,233	1,079	1,026	1,031	931
21-24	4,228	4,307	4,163	4,365	4,701	4,959	4,177	4,014	3,997	3,758
25-34	7,160	7,872	7,441	8,231	8,948	9,615	8,481	8,509	8,721	8,876
35-44	5,736	6,120	5,955	6,332	6,515	7,204	6,282	6,375	6,837	7,033
45-54	5,733	6,053	5,795	6,225	6,401	6,553	5,722	5,566	5,653	5,474
55-64	3,434	3,812	3,744	4,170	4,312	4,724	4,208	4,293	4,689	4,744
65 and Over	2,744	3,049	2,988	3,180	3,326	3,552	3,184	3,351	3,751	3,781
Not Stated	5,377	6,245	6,990	4,888	4,375	4,614	4,027	3,846	3,483	3,418
Drivers In Collisions	41,464	44,408	43,311	43,692	45,184	47,383	41,370	41,336	42,329	42,002

Driver Factors - Section 5

Convictions – 2012 to 2017

Table 5.11

Offence	2012	2013	2014	2015	2016	2017	Avg/yr
Exceed Speed Limit	69,381	64,179	62,572	67,189	66,240	64,240	65,634
Exceed Speed Limit (Photo Radar)	0	0	0	20,926	27,917	23,690	12,089
Disobey Red Light (Camera)	7,494	7,099	11,349	18,097	13,981	11,635	11,609
Drive Unregistered Vehicle	7,458	9,225	9,864	10,380	11,801	12,253	10,164
Exceed Speed Limit in School Zone (Photo Radar)	0	0	0	23,642	19,489	16,530	9,944
Fail to Stop or Proceed Before Safe	6,075	6,183	5,920	4,065	4,039	4,096	5,063
Driver Fail to Wear Seatbelt	6,458	6,028	5,579	4,831	3,815	3,539	5,042
Exceed Speed Limit in School Zone	4,057	7,267	6,032	4,622	4,111	3,664	4,959
Inappropriate or No Licence	5,336	4,856	4,778	4,374	4,391	4,319	4,676
Using, Holding, Viewing or Manipulating Electronic Equipment While Driving	4,019	4,287	4,300	3,651	3,134	4,588	3,918
Without Due Care or Reasonable Consideration	2,474	2,327	1,997	1,972	1,821	1,695	2,048
Drive While Licence Suspended or Cancelled, or Refused Issue	1,970	2,046	1,825	1,822	1,929	2,325	1,986
Disobey Red Light	1,916	2,332	2,008	1,730	1,523	1,411	1,820
Exceed Speed Limit by More Than 35 km/h	0	0	862	3,348	3,384	3,150	1,791
Disobey Licence Endorsement or Restriction	1,775	1,746	1,474	714	571	594	1,146
Proceed Contrary to Signage	822	1,212	976	1,269	1,218	1,060	1,093
Weight/Dimension Permit Violation	950	935	1,327	1,052	1,143	802	1,035
U-Turn at Traffic Lights	892	1,045	1,103	934	946	972	982
Exceed 60 km/h When Passing Emergency Vehicle	429	669	1,042	1,095	1,132	1,064	905
Drive While Disqualified (TSA)	858	838	730	893	893	954	861
Turn Left Across Traffic	907	902	919	872	680	737	836
Fail to Report Accident	922	788	756	596	599	483	691
Exceed Speed Limit by More Than 50 km/h	685	569	644	737	677	664	663
Fail to Produce Licence or Registration	634	409	493	542	644	1,007	622
Exceed a Safe, Reasonable Speed	625	871	708	610	472	431	620
Unauthorized Use of Registration or Licence Plate	567	632	597	635	645	623	617
Driving as a Learner Driving While Unaccompanied	0	0	209	827	1,071	1,062	528
Exceed 60 km/h When Passing Hwy Worker or Designated Vehicle (PR)	0	994	623	123	553	795	515
Disobey Amber Light	479	645	580	471	398	408	497
Follow Too Closely	573	488	459	463	502	480	494
Stunting	587	576	545	470	391	365	489
Light Equipment Causing Out of Service	440	431	450	510	571	426	471
Drive While Passenger Unrestrained	637	622	565	336	301	236	450
Fail to Yield or Proceed Before Safe	394	393	343	382	349	372	372
Improperly Equip Veh Not Causing Out of Svc	265	222	250	401	433	594	361
Improper Turn	342	340	395	349	344	310	347
Disobey Traffic Control Device	399	359	309	321	324	347	343
Illegal U-Turn	400	416	362	219	286	202	314
Exceed Speed Limit by More Than 35 km/h (Photo Radar)	0	0	0	725	578	467	295
Improper or Inappropriate Lighting Devices	263	275	270	277	270	325	280
Obstructed View	254	274	278	433	202	205	274
Headlamps Not Illuminated	174	227	211	301	246	322	247
Change Lanes When Unsafe	285	235	261	219	239	208	241
Exceed 60 km/h When Passing Highway Worker or Designated Vehicle	216	371	147	184	115	379	235
Insufficient Signalling	288	224	236	184	215	202	225
Drive Left of Centre	234	209	215	208	214	227	218
Fail to Yield to Pedestrian	335	253	201	157	168	147	210
Brakes Causing Out of Service	141	132	165	203	241	199	180
Fail to Display Licence Plate, Validation Stickers, or Registration Permit	172	109	165	194	218	206	177
Defect Causing Out of Service	193	240	150	127	130	100	157
Mudguards Not Causing Out of Service	68	73	126	136	258	267	155
Unsafe Backing	212	212	168	121	98	90	150
Drive While Licence Plate Obstructed	95	87	116	169	185	218	145
Log Not Up to Date or in Possession	173	112	171	148	133	104	140
Fail to Use Booster Seat	0	0	64	184	255	270	129
Fail to Yield to Emergency Vehicle	83	103	135	126	103	178	121
No Inspection as Required	107	105	146	93	114	129	116
Light Equipment Not Causing Out of Service	38	29	127	115	174	164	108
Fail to Yield to Driver on the Right	168	126	104	64	71	61	99
Pass to the Right	129	101	93	77	80	93	96
Cross Solid Line	75	81	87	87	93	104	88
Fail to Yield When Entering Highway	64	93	107	91	85	76	86
Disobey School Bus Signal	77	74	70	59	89	71	73
Fail to Stop for Railway Crossing Signal	50	76	71	80	69	58	67
Excessive Noise	69	89	69	57	50	52	64
Fail to Use Child Restraint Seat	0	0	18	132	129	89	61
Contest of Speed	64	55	66	54	51	43	56
Drive Left of Median	76	67	50	36	55	48	55

Convictions – 2012 to 2017

Table 5.11

Offence	2012	2013	2014	2015	2016	2017	Avg/yr
Dangerous Goods Violation	60	35	67	57	78	31	55
Pass When Unsafe	62	36	50	67	47	52	52
False Statement	55	62	48	41	41	45	49
Fail to Dim Headlamps	37	38	44	44	42	75	47
Fail to Stop for Peace Officer	38	37	45	41	52	66	47
Fail to Yield When Leaving Lane or Alley	45	60	48	43	37	42	46
Disobey Flashing Red Light	39	48	45	47	44	47	45
Fail to Yield to Traffic	50	59	38	44	32	23	41
Drive Over Median	30	22	45	40	53	53	41
Littering on Highway	40	38	32	27	27	65	38
Exceed Speed Limit by More Than 50 km/h (Photo Radar)	0	0	0	54	71	69	32
Fail to Weigh Vehicle as Requested	38	23	42	36	30	23	32
Tires Causing Out of Service	27	23	47	26	28	41	32
Insecure Load	23	32	36	35	33	17	29
Exceed 60 km/h When Passing Tow Truck	7	15	25	34	34	36	25
Improper Stopping on Highway or Street	27	28	26	27	16	19	24
Disobey Directions of Flag Person or Peace Officer	24	21	9	27	18	16	19
Improper Lane Use	14	9	18	19	23	28	19
Allow Rider on Vehicle Exterior	22	28	16	13	12	14	18
Fail to Provide Copy of the Required Inspection Report(s) on Demand of an Officer	16	65	16	1	1	0	17
Exceed Speed Limit by More Than Double the Speed	0	0	12	41	23	19	16
Fail to Stop for Level Railway Crossing	19	20	23	11	17	2	15
Improperly Equipped Motorcycle Rider	33	21	15	7	10	5	15
Fail to Surrender Licence When Requested	33	24	13	8	8	2	15
Seat Belts Not Causing Out of Service	21	18	13	7	10	12	14
Impede Traffic	4	9	14	15	12	22	13
Hold More Than One Licence	9	10	11	16	15	15	13
Deface or Alter Licence, Registration, or Licence Plate	21	12	11	5	13	13	13
Towing Without Safety Device	8	6	14	13	21	10	12
Missing/Unsecured Bumpers	11	11	11	15	17	7	12
Overcrowded Steering Compartment	11	20	8	14	5	12	12
Produce Another Driver's Licence	12	14	8	14	8	11	11
Operate a Motorcycle Without Required Gear	0	0	11	14	27	14	11
Radar Warning Device in Commercial Vehicle	7	7	5	6	12	7	7
Enter or Leave Controlled Access Highway Unlawfully	6	6	17	7	3	1	7
Fail to Comply with Terms/Conditions of Permit	1	9	14	7	8	0	7
Fail to Mark Stationary Vehicle or Obstruction	10	4	5	7	5	7	6
Disobey Red Light Not at Intersection	5	6	9	4	7	4	6
Racing	1	0	2	4	7	11	4
Drive Unsafely on Being Overtaken	3	5	5	2	6	3	4
Cross Highway Unlawfully	6	2	3	2	2	7	4
Load Exceeds Max Dimension for Jurisdiction	0	5	0	0	10	5	3
Operating Without, Tamper or Fail to Produce Certificate	1	2	1	3	7	4	3
Allow Attachment of Person or Device	1	7	2	5	0	1	3
Not Proper Horn Or MisUse of Horn	6	1	2	1	3	3	3
Inadequate Vehicle Identification	0	0	2	4	5	4	3
Fail to Display a Licence Plate Identifying the Operator as a New Driver	0	0	2	3	5	4	2
Not Authorized to Operate a Motorcycle Between the Period 1/2 hr Before Sunset to 1/2 hr After Sunrise	0	0	5	4	0	4	2
Not Authorized to Transport Passengers on a Motorcycle	0	0	5	3	3	1	2
Tires Not Causing Out of Service	1	0	3	4	4	0	2
Have Two or More Logs	7	0	2	0	3	0	2
Fail to Yield to Pedestrian on Amber Light	3	2	2	0	0	2	2
Proceed Contrary to Green Arrow	4	1	0	1	2	1	2
Turn Left on Red Light When Prohibited by Sign	0	1	2	1	1	2	1
Fail to Keep HOS Logs at Prescribed Location	2	0	2	2	0	1	1
Allow Another Person to Use Licence	2	0	0	0	1	3	1
Fail to Yield on Green Arrow	1	1	0	2	1	1	1
Use Amber Beacon or Flashing Light	0	0	1	0	4	1	1
Operate Vehicle Over Rgvw	0	2	0	0	3	1	1
Exceed Maximum Driving Hours	2	2	0	0	0	2	1
Hinder P/O/Inspector Inspec, Repair Records	1	0	2	0	1	1	1
Motorcycles More Than Two Abreast	1	1	0	3	0	0	1
Motorcycle in Same Lane as Another Vehicle	0	0	0	1	1	3	1
Over 80 mg Alcohol	0	0	0	0	3	1	1
Tamper with Markings for Stationary Vehicle or Obstruction	0	4	0	0	0	0	1
Hinder Inspector/Refusing Inf or False Info	0	1	0	0	1	2	1
Fail to Extinguish Loading Lamp	0	0	0	2	0	1	1
Load Overhang Not Marked According to Regs	0	1	1	0	1	0	1
Driver/Auth Person F/T Prepare Trip Insp Legible	0	0	0	0	2	0	0
Missing/Inadqt Equip Not Causing Out of Svc	0	0	2	0	0	0	0

Convictions – 2012 to 2017

Table 5.11

Offence	2012	2013	2014	2015	2016	2017	Avg/yr
Use of Radar Detection Device Where Prohibited	0	0	0	0	2	0	0
Driving with Revoked or Suspended Licence	0	2	0	0	0	0	0
Fail to Forward/Produce Daily Logs/Docs per Regs	0	2	0	0	0	0	0
Fail to Extinguish Spotlight	0	1	0	1	0	0	0
No Slow Moving Sign	0	0	2	0	0	0	0
Fail to Complete Trip Inspection Report	1	1	0	0	0	0	0
Overweight Vehicle	1	0	0	0	0	0	0
Oversize Vehicle	0	0	0	0	0	1	0
Obstruct Intersection	0	0	0	0	1	0	0
Fail to Keep Trip Inspection in Vehicle	0	0	0	0	1	0	0
Hinder P/O/Inspector HOS Information	0	0	1	0	0	0	0
Fail to Produce Daily Log and/or Supporting Doc	0	1	0	0	0	0	0
Impaired Driving	0	0	0	0	1	0	0
Fail to Inspect/Maint Vehicle to Regs	0	0	0	0	0	0	0
Missing, Faulty Muffler	0	0	0	0	0	0	0
Inadequate Brakes Not Causing Out of Service	0	0	0	0	0	0	0
Drive Vehicle with Major Defect Found in Inspection	0	0	0	0	0	0	0
Posses or Use Fictitious Licence	0	0	0	0	0	0	0
Posses/Use a Licence Issued to Another Person	0	0	0	0	0	0	0
Drive After 16 hrs Have Elapsed Off-Duty Periods	0	0	0	0	0	0	0
Fail to Comply Off-Duty hrs-When Not Splitting	0	0	0	0	0	0	0
Operate Without, Tamper or Fail to Produce Certificate or Have Inadequate Vehicle Identification	0	0	0	0	0	0	0
Trailer Not Equipped Causing Out of Service	0	0	0	0	0	0	0
Fail to Comply Off-Duty hrs-24 Cons After 70 On	0	0	0	0	0	0	0
Improper Seating on Motorcycle	0	0	0	0	0	0	0
Missing/Defective School Bus Flashing Lights	0	0	0	0	0	0	0
Fail to Activate School Bus Signal	0	0	0	0	0	0	0
Fail to Comply With Conditions on Safety Cert	0	0	0	0	0	0	0
Fail to Obey Railroad Crossing Instructions	0	0	0	0	0	0	0
Fail to Provide True Information	0	0	0	0	0	0	0
Fail to Take 8 Cons Off-Duty hrs After 14 On Duty	0	0	0	0	0	0	0
Fail to Take Off-Duty hrs/At Least 2 Aside from 8 Cons	0	0	0	0	0	0	0
Interfere With or Disobey Rules of the Road While in Funeral Procession	0	0	0	0	0	0	0
Total	136,232	136,884	137,992	191,493	188,667	178,220	161,503

Criminal Code Convictions – 2012 to 2017

Table 5.12

Offence	2012	2013	2014	2015	2016	2017	Avg/yr
Over 80 mg Alcohol	3,031	3,052	2,971	3,078	2,798	2,190	2,853
Drive While Disqualified (TSA)	849	837	732	904	890	961	862
Drive While Disqualified (CC)	605	721	840	887	867	823	791
Impaired Driving	707	764	668	696	632	674	690
Fail to Comply With Demand	176	246	246	299	278	235	247
Dangerous Driving	132	130	165	217	254	239	190
Flight	79	62	50	93	165	199	108
Leave Scene of Accident	61	68	60	74	111	96	78
Impaired Driving (Injury)	17	21	17	30	17	17	20
Over 80 mg Alcohol (Injury)	17	21	22	19	20	15	19
Dangerous Driving (Injury)	13	13	13	16	21	21	16
Leave Scene of Accident (Injury)	6	2	3	0	11	12	6
Dangerous Driving (Death)	4	3	6	7	7	7	6
Impaired Driving (Death)	3	5	3	7	9	7	6
Over 80 mg Alcohol (Death)	2	2	2	3	6	5	3
Leave Scene of Accident (Death)	3	1	1	0	0	1	1
Criminal Negligence (Injury)	0	1	0	4	0	1	1
Criminal Negligence (Death)	0	1	0	2	0	0	1
Flight (Death)	0	2	0	0	1	0	1
Dangerous Driving While Street Racing	1	0	0	0	0	0	0
Manslaughter	0	0	0	1	0	0	0
Fail to Comply With Demand (Death)	0	0	0	0	1	0	0
Fail to Comply With Demand (Injury)	0	0	0	1	0	0	0
Criminal Negligence While Street Racing (Injury)	0	0	1	0	0	0	0
Total	5,706	5,952	5,800	6,338	6,088	5,503	5,898

Convictions, Licensed Drivers and Drivers in Collisions by Age

Table 5.13

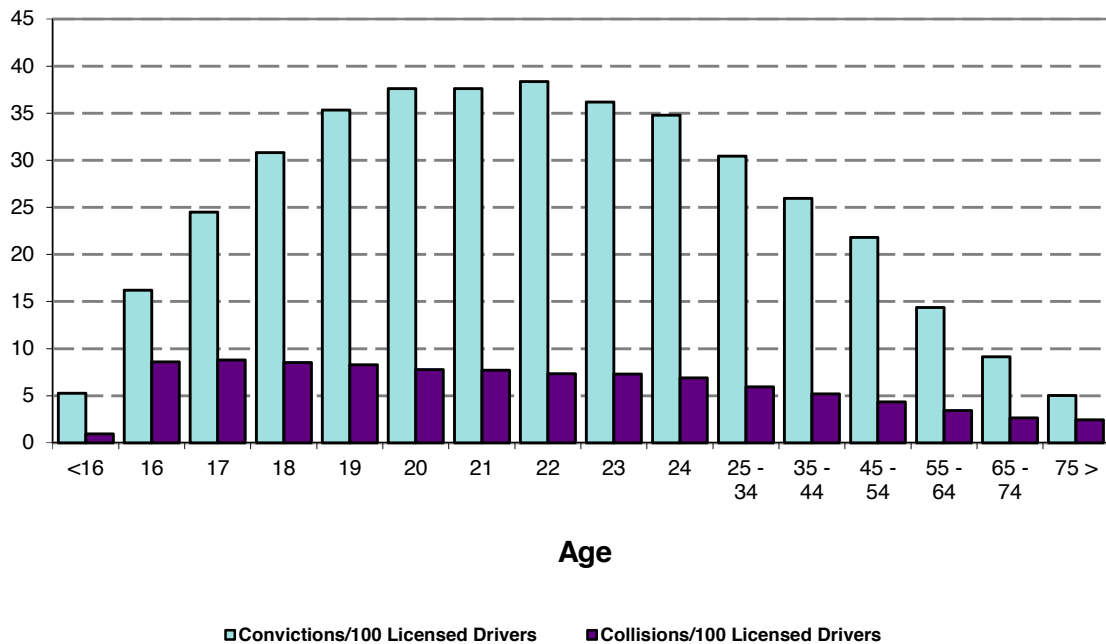
Age	Convictions*	Licensed Drivers	Drivers in Collisions	Convictions/100 Licensed Drivers	Collisions/100 Licensed Drivers	Conviction Risk	Collision Risk
<16	409	7,746	74	5.28	0.96	0.24	0.19
16	1,764	10,890	936	16.20	8.60	0.74	1.67
17	2,735	11,164	981	24.50	8.79	1.12	1.70
18	3,638	11,810	1,005	30.80	8.51	1.41	1.65
19	4,224	11,951	991	35.34	8.29	1.61	1.61
20	4,501	11,971	931	37.60	7.78	1.72	1.51
21	4,684	12,456	960	37.60	7.71	1.72	1.49
22	4,837	12,607	925	38.37	7.34	1.75	1.42
23	4,721	13,045	951	36.19	7.29	1.65	1.41
24	4,645	13,356	922	34.78	6.90	1.59	1.34
25 - 34	45,349	149,032	8,876	30.43	5.96	1.39	1.15
35 - 44	35,237	135,705	7,033	25.97	5.18	1.19	1.00
45 - 54	27,388	125,638	5,474	21.80	4.36	1.00	0.84
55 - 64	19,958	138,756	4,744	14.38	3.42	0.66	0.66
65 - 74	8,146	89,005	2,351	9.15	2.64	0.42	0.51
75 >	2,951	58,726	1,430	5.03	2.44	0.23	0.47
Not Stated	3,067		3,418				
Total	178,254	813,858	42,002	21.90	5.16	1.00	1.00

* Does not include Criminal Code convictions

Not Stated - The convictions assigned to companies and commercial vehicle owners, etc.

Convictions and Collisions by Age Group

Figure 5.2



Vehicle Factors

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Vehicle Factors

There were 45,960 vehicles involved in the 29,036 collisions during 2017. This is an average of 1.58 vehicles per collision. This section provides details on the different types of vehicles involved in collisions.

- Passenger cars accounted for 38% of vehicles in all collisions and 27% of the vehicles in fatal collisions.
- Pickup trucks accounted for 24% of vehicles in all collisions and 26% of vehicles in fatal collisions.
- Semi units represented 2% of vehicles involved in all collisions and 14% of vehicles in fatal collisions.
- There were 139 crashes involving a motorcycle/moped/power cycle in 2017. These incidents resulted in 85 injuries and three deaths.

Tables 6.6 to 6.8 show historical data on truck and motorcycle collisions. Similar breakdowns for other vehicle types are available upon request.

Table 6.9 shows a breakdown of registrations by vehicle type. This information can be used when calculating risk exposure for different types of vehicles.

Number of Vehicles in Collisions by Vehicle Type and Severity

Table 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Automobile (Passenger Car)	15,195	2,165	38	17,398	37.9
Pickup Trucks	9,762	1,332	36	11,130	24.2
Panel Van/Mini Van/Sport Utility Vehicles (SUV)	10,998	1,863	26	12,887	28.0
Not Stated	1,820	46	2	1,868	4.1
Semi-Trailer Power Unit	888	170	19	1,077	2.3
Trucks > 4,500 kg	304	30	5	339	0.7
Motorcycle	48	80	3	131	0.3
Bicycle*	23	113	2	138	0.3
Transit Bus (Urban)	85	13	0	98	0.2
School Bus - Standard Large Type	66	15	2	83	0.2
Construction/Maintenance Equipment	33	12	0	45	0.1
Other Vehicle	548	3	1	552	1.2
Ambulance/Police/Fire	35	7	0	42	0.1
Off Highway Vehicle (3 or 4 Wheel ATVs)*	8	15	3	26	0.1
Snowmobile*	4	10	0	14	0.0
Motorhome	20	1	1	22	0.0
Unregistered Farm Equipment	14	6	2	22	0.0
Other Bus - Unspecified/Private	21	1	1	23	0.1
Inter-City Bus	41	6	0	47	0.1
Moped/Powered Bicycle	5	3	0	8	0.0
School Bus - Van Type	9	1	0	10	0.0
Total	39,927	5,892	141	45,960	100

Number of Vehicles in Collisions by Vehicle Type and Road System

Table 6.2

Vehicle Type	Urban Streets	Provincial Highways	Rural Roads	Other Roads	Total	%
Automobile (Passenger Car)	14,093	2,416	679	210	17,398	37.9
Pickup Trucks	6,302	3,041	1,492	295	11,130	24.2
Panel Van/Mini Van/Sport Utility Vehicles (SUV)	9,076	2,715	845	251	12,887	28.0
Not Stated	1,762	61	15	30	1,868	4.1
Semi-Trailer Power Unit	321	583	147	26	1,077	2.3
Trucks > 4,500 kg	195	95	47	2	339	0.7
Motorcycle	81	35	12	3	131	0.3
Bicycle*	132	4	1	1	138	0.3
Transit Bus (Urban)	90	5	3	0	98	0.2
School Bus - Standard Large Type	69	7	6	1	83	0.2
Construction/Maintenance Equipment	24	10	11	0	45	0.1
Other Vehicle	550	0	1	1	552	1.2
Ambulance/Police/Fire	34	6	0	2	42	0.1
Off Highway Vehicle (3 or 4 Wheel ATVs)*	4	6	12	4	26	0.1
Snowmobile*	4	3	4	3	14	0.0
Motorhome	12	8	2	0	22	0.0
Unregistered Farm Equipment	0	15	7	0	22	0.0
Other Bus - Unspecified/Private	17	5	1	0	23	0.1
Inter-City Bus	40	4	3	0	47	0.1
School Bus - Van Type	9	0	1	0	10	0.0
Moped/Powered Bicycle	7	1	0	0	8	0.0
Total	32,822	9,020	3,289	829	45,960	100

* TAIS records only traffic collisions on public roads. Therefore, many collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if there was contact with a motor vehicle on the roadway.

The standard passenger car, pickup truck, van and SUV are involved in 88% of all collisions. Other special categories, such as all-terrain vehicles, large trucks and school buses, are of special interest to various groups and users.

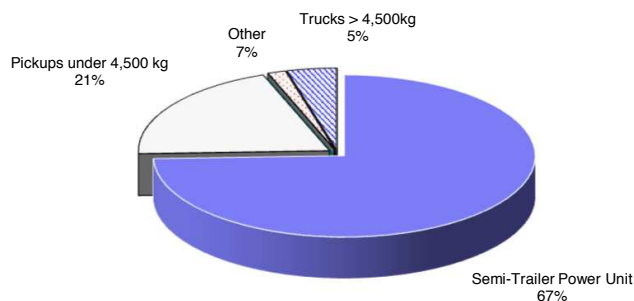
Number of Vehicles in Collisions Involving Trailers by Vehicle Type and Type of Towed Trailer

Table 6.3

Vehicle Type	No Trailer	Recre- ation	Utility	Farm	Maint/ Const	Towed Vehicle	Single Semi	A * Train	C * Train	B * Train	Over Sized	Other	Not Stated	Trailer Total	%
Semi-Trailer Power Unit	431	1	2	7	8	0	180	23	17	34	2	29	343	646	68.9
Pickup Trucks	10,957	21	36	4	10	7	9	1	0	1	0	12	72	173	18.4
Trucks > 4,500 kg	303	3	1	1	2	4	8	1	0	2	0	2	12	36	3.8
Other Vehicle	891	6	7	0	0	1	1	0	0	0	0	1	4	20	2.1
Not Stated	1,855	3	2	0	1	0	0	0	0	0	0	1	6	13	1.4
Automobile (Passenger Car)	17,382	2	2	0	0	0	2	0	0	0	0	2	8	16	1.7
Panel Van/Mini Van/SUV	12,873	1	3	0	1	0	4	1	0	0	0	0	4	14	1.5
Farm Equipment	10	0	0	11	0	1	0	0	0	0	0	0	0	12	1.3
Bus - All Types	254	0	1	0	0	0	3	0	0	0	0	0	3	7	0.7
Const./Maintenance Equip.	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Motorhome	21	0	0	0	0	0	0	0	0	0	0	0	1	1	0.1
Total	45,022	37	54	23	22	13	207	26	17	37	2	47	453	938	100

* An "A" train is a single hitch drawbar. A "B" train is connected by a fifth wheel. A "C" train is a double hitch drawbar.

% of Vehicles in Collisions Involving Trailers



Number of Vehicles in Collisions by Pre-Collision Vehicle Action and Severity

Table 6.4

Pre-Collision Action	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	22,466	3,532	120	26,118	56.8
Parked Legally	3,606	126	1	3,733	8.1
Turning Left	2,967	574	7	3,548	7.7
Stopped in Traffic (Incl. Mechanical Breakdown)	2,153	594	2	2,749	6.0
Not Stated	1,492	41	1	1,534	3.3
Slowing or Stopping on the Roadway (Decelerating)	2,019	378	3	2,400	5.2
Turning Right	1,526	182	3	1,711	3.7
Reversing	870	40	0	910	2.0
Changing Lanes	949	75	0	1,024	2.2
Starting in Traffic (Accelerating)	462	138	1	601	1.3
Merging	388	98	0	486	1.1
Overtaking, Passing on Left or Right	148	51	3	202	0.4
Making U-Turn	183	26	0	209	0.5
Other	317	12	0	329	0.7
Starting from Parked Position, Leaving Roadside	171	13	0	184	0.4
Parked Illegally	78	9	0	87	0.2
Entering Parked Position, Stopping On Roadside	132	3	0	135	0.3
Total	39,927	5,892	141	45,960	100

Collisions Involving Dangerous Goods

Table 6.5

Dangerous Goods Class	Spilled		Total	% Spilled	% of Total
	Yes	No			
Class 1 Explosives	0	1	1	0.0	7.7
Class 2 Compressed Gases	0	0	0	0.0	0.0
Class 3 Flammable Liquids	2	8	10	20	76.9
Class 4 Flammable Solids	0	0	0	0.0	0.0
Class 5 Oxidizers & Organic Substances	0	1	1	0.0	7.7
Class 6 Poisonous & Infectious Substances	0	0	0	0.0	0.0
Class 7 Radioactive Materials	0	0	0	0.0	0.0
Class 8 Corrosive Substances	0	0	0	0.0	0.0
Class 9 Miscellaneous Substances	0	1	1	0	7.7
Total	2	11	13	15.4	100
% of Total	15.4	84.6	100.0		

Truck Collisions by Year

Table 6.6

Year	Total Number of Trucks Involved	Number of Truck Collisions				Number Injured	Number Killed
		Property Damage	Personal Injury	Fatal	Total		
2006	1,580	1,180	300	29	1,509	424	32
2007	1,604	1,233	280	27	1,540	391	29
2008	1,600	1,249	268	18	1,535	371	24
2009	1,599	1,251	263	23	1,537	369	26
2010	1,583	1,211	263	30	1,504	383	33
2011	1,753	1,323	306	32	1,661	390	33
2012	1,703	1,244	324	34	1,602	442	38
2013	2,076	1,615	305	23	1,943	443	30
2014	1,679	1,274	278	19	1,571	373	21
2015	1,597	1,266	236	29	1,531	318	34
2016	1,762	1,449	210	22	1,681	299	26
2017	1,416	1,154	190	23	1,367	244	28

Trucks Involved In Collisions by Truck Type

Table 6.7

Year	Single Unit (Straight) Trucks			Articulated/Tractor-Trailer Trucks		
	Property Damage	Personal Injury	Fatal	Property Damage Only	Personal Injury	Fatal
2006	493	101	5	745	211	25
2007	564	109	11	713	185	22
2008	542	122	4	764	153	15
2009	546	103	3	752	175	20
2010	391	77	6	884	199	26
2011	357	84	9	1,037	241	25
2012	287	60	5	1,029	292	30
2013	423	62	3	1,292	275	21
2014	367	61	1	990	241	19
2015	302	39	0	1,015	211	30
2016	645	35	0	869	190	23
2017	304	30	5	888	170	19

Motorcycle/Moped/Power Bicycle Collisions by Year

Table 6.8

Year	Property Damage	Personal Injury	Fatal	Total	Persons Injured	Persons Killed
2001	95	122	3	220	137	3
2002	67	118	3	188	130	3
2003	60	169	2	231	183	4
2004	66	156	2	224	172	2
2005	91	145	4	240	157	4
2006	97	189	5	291	204	5
2007	106	192	8	306	208	9
2008	133	205	5	343	233	5
2009	119	191	2	312	204	2
2010	119	185	5	309	202	5
2011	100	195	4	299	214	4
2012	90	202	6	298	220	6
2013	59	173	6	238	190	6
2014	57	133	3	193	140	3
2015	69	122	4	195	136	4
2016	42	121	6	169	137	6
2017	52	82	3	137	85	3

Vehicle Registrations (Insured Years*)

Table 6.9

Type of Vehicle	2013	2014	2015	2016	2017
Passenger Cars - Excludes Special Use	293,398	284,545	276,144	267,681	258,216
Sport Utility Vehicles	160,956	178,817	195,595	211,180	225,594
Light Private Trucks - <5,001 kg Class PV	197,861	204,344	209,075	209,574	209,267
Vans (Light & Heavy, Commercial & Private)	69,272	66,104	63,172	60,885	58,724
Commercial & Farm Straight Trucks	126,472	127,510	128,737	128,717	127,927
Truck Tractors (Semi Power Units)	25,162	26,385	26,803	26,872	27,345
School Buses - Bus Use Only Class PS	3,096	3,152	3,190	3,161	3,090
Transit Buses - Class PC	373	369	379	366	347
Inter-City, Tour & Private Buses	618	656	661	659	616
Motorcycles	10,999	10,166	9,828	9,168	8,610
Pedal Cycles	14	11	6	9	10
Motorhomes	5,132	5,005	4,995	4,906	4,788
Ambulance	304	310	303	303	306
Hearse	134	134	143	138	131
Police - All Vehicles with Police Use	569	566	575	575	593
Taxis	741	776	789	781	765
Trailers (Commercial, Private & Farm)	208,455	212,929	215,456	217,344	218,976
Snowmobiles	7,776	7,093	6,058	4,577	4,617
Other - No Assigned Vehicle Type	4,036	4,028	4,040	4,027	3,998
Total Insured Years (including Trailers)	1,115,367	1,132,901	1,145,949	1,150,922	1,153,918
Total Motor Vehicles	895,100	912,879	924,435	929,001	930,326

* Insured years is the portion of the year the vehicle is registered. This method of counting registrations was implemented due to short-term registrations.

Example: When three separate motorcycles are registered for six months each out of a complete year, they are counted as 18 months or 1.5 insured years.

Victims and Safety Restraints

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Victims and Safety Restraints

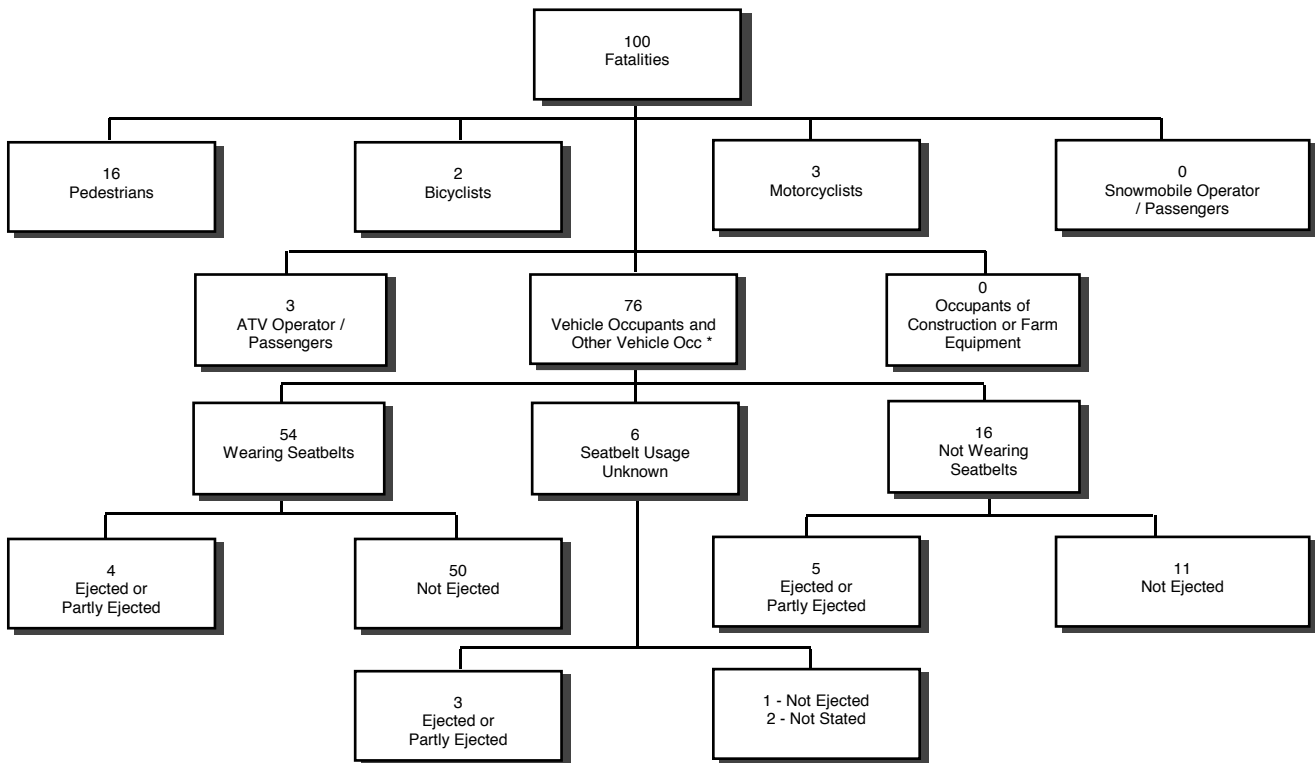
TAIS captures information on all passengers involved in injury collisions. This data can be used to calculate exposure rates for occupants by injury severity, age, seating position, gender and many other variables. Additional details, such as injury region of the body and injury treatment, are also available from TAIS.

Figure 7.3 shows the relationship between the severity of injury to vehicle occupants and seatbelt use. The severity of injury is much lower for victims using safety restraints. Ninety-five per cent of those using safety restraints sustained minor, moderate or no recorded injuries. Those occupants not using safety restraints were severely or fatally injured 37% of the time, compared to 7% of the time for those using restraints.

In September 2004, Transport Canada began conducting observational surveys of seatbelt use, alternating annually between rural and urban communities across Canada. The survey method was changed because of evidence indicating a lower usage rate in rural areas. The new usage rates are a combination of these urban and rural observations. The survey results for 2009 to 2010 report a national average of 95.3% and a rate of 96.8% in Saskatchewan. The complete results of the Canadian survey can be referenced in Table 12.2 on page 123.

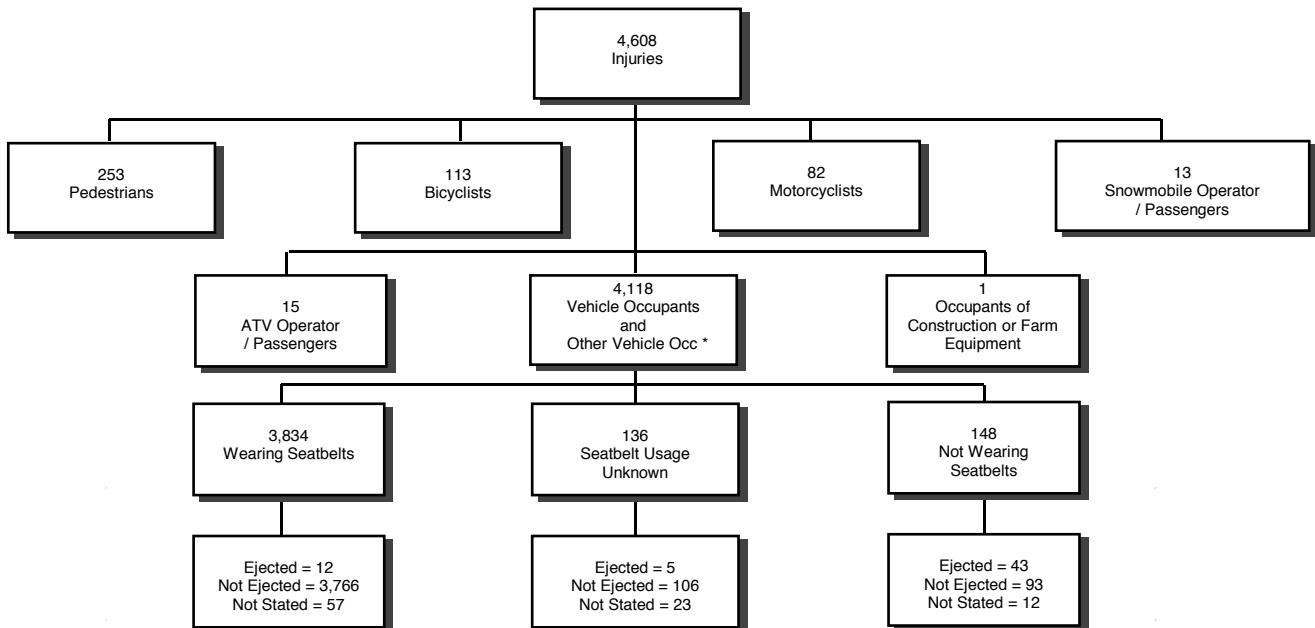
Fatalities Classification (January 1 to December 31, 2017)

Figure 7.1



Injuries Classification (January 1 to December 31, 2017)

Figure 7.2



* Other vehicle occupants are occupants of other non-passenger vehicles that may or may not have seatbelts. Some examples are golf carts and specially modified vehicles that do not fit into our general passenger vehicle body type classifications.

Victims Injured by Road User Class and Age Group

Table 7.1

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	1	339	303	687	535	420	386	298	4	2,973	64.5
Motor Vehicle Passenger	47	164	171	124	187	132	102	77	96	45	1,145	24.8
Pedestrian	4	36	23	24	33	33	34	25	25	16	253	5.5
Motorcycle Driver/Passenger	0	1	2	7	15	14	16	22	5	0	82	1.8
Bicyclist*	0	33	19	10	18	12	8	2	4	7	113	2.5
ATV Operator/Passenger*	0	1	2	1	3	2	1	2	2	1	15	0.3
Snowmobile Driver/Passenger*	0	3	4	2	0	1	1	2	0	0	13	0.3
Other Occupants	0	0	0	1	0	0	3	2	0	0	6	0.1
Occ. of Farm or Const. Equip.	0	0	0	0	1	0	0	0	0	0	1	0.0
Not Stated	0	2	1	0	1	2	1	0	0	0	7	0.2
Total	51	241	561	472	945	731	586	518	430	73	4,608	100

Victims Killed by Road User Class and Age Group

Table 7.2

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	0	4	6	16	9	5	6	8	0	54	54.0
Motor Vehicle Passenger	2	3	2	1	3	3	3	1	3	0	21	21.0
Pedestrian	1	0	0	1	3	3	1	3	4	0	16	16.0
Motorcycle Driver/Passenger	0	0	0	1	0	0	1	0	1	0	3	3.0
ATV Operator/Passenger*	0	0	0	0	1	0	0	2	0	0	3	3.0
Snowmobile Driver/Passenger*	0	0	0	0	0	0	0	0	0	0	0	0.0
Other Occupants	0	0	0	0	0	0	0	1	0	0	1	1.0
Bicyclist*	0	0	0	0	0	2	0	0	0	0	2	2.0
Occ. of Farm or Const. Equip.	0	0	0	0	0	0	0	0	0	0	0	0.0
Not Stated	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	3	3	6	9	23	17	10	13	16	0	100	100

Victims Injured or Killed by Road User Class and Gender

Table 7.3

Category	Victims Injured				Victims Killed			
	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
Motor Vehicle Driver	1,410	1,561	2	2,973	40	14	0	54
Motor Vehicle Passenger	426	704	15	1,145	10	11	0	21
Pedestrian	123	125	5	253	11	5	0	16
Motorcycle Driver/Passenger	78	4	0	82	2	1	0	3
Bicyclist*	80	31	2	113	2	0	0	2
ATV Operator/Passenger*	12	3	0	15	3	0	0	3
Snowmobile Driver/Passenger*	8	5	0	13	0	0	0	0
Other Occupants	4	2	0	6	0	1	0	1
Occ. of Farm or Const. Equip.	1	0	0	1	0	0	0	0
Not Stated	4	3	0	7	0	0	0	0
Total	2,146	2,438	24	4,608	68	32	0	100

*TAIS records only collisions on public roads. Therefore, many of the collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if the collision occurs with a motor vehicle on the roadway.

Vehicle Occupants by Injury Class and Safety Restraints Used

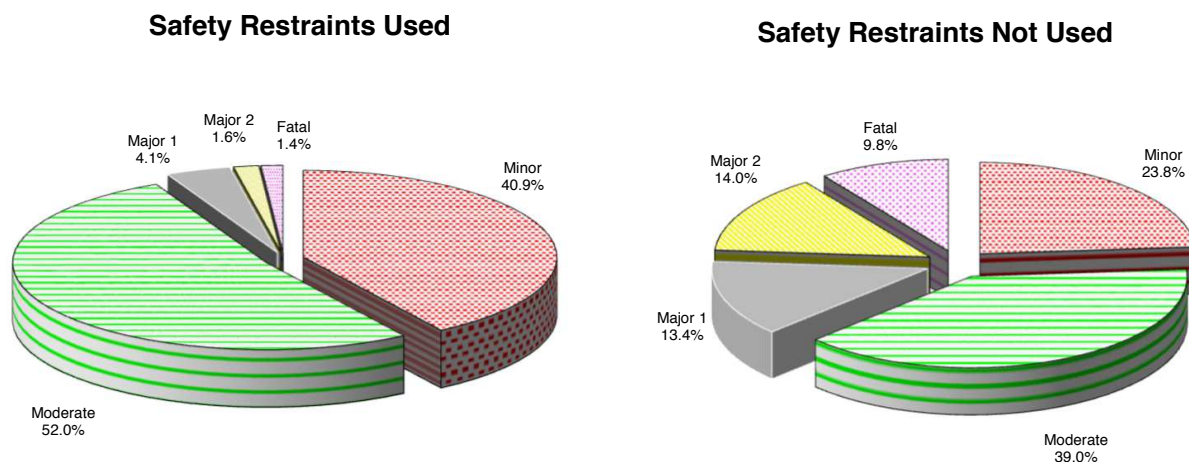
Table 7.4

Injury Class	Lap/Lap & Shoulder Belt	Lap & Shoulder w/ Air Bag	Child Restraint Rear Facing	Child Restraint Front Facing w/ Tether	Child Restraint Front Facing w/o Tether	Child Booster Seat	Not or Improperly Used	Not Stated*	Total	%
Minor	1,232	330	2	17	4	4	39	66	1,694	40.4
Moderate	1,475	526	4	9	1	6	64	55	2,140	51.1
Major 1	122	38	0	1	0	0	22	8	191	4.6
Major 2	62	1	0	0	0	0	23	5	91	2.2
Fatal	46	7	0	1	0	0	16	5	75	1.8
Total	2,937	902	6	28	5	10	251	139	4,191	100

*Occupant data is not captured for uninjured occupants

Severity of Injury by Safety Restraint Use

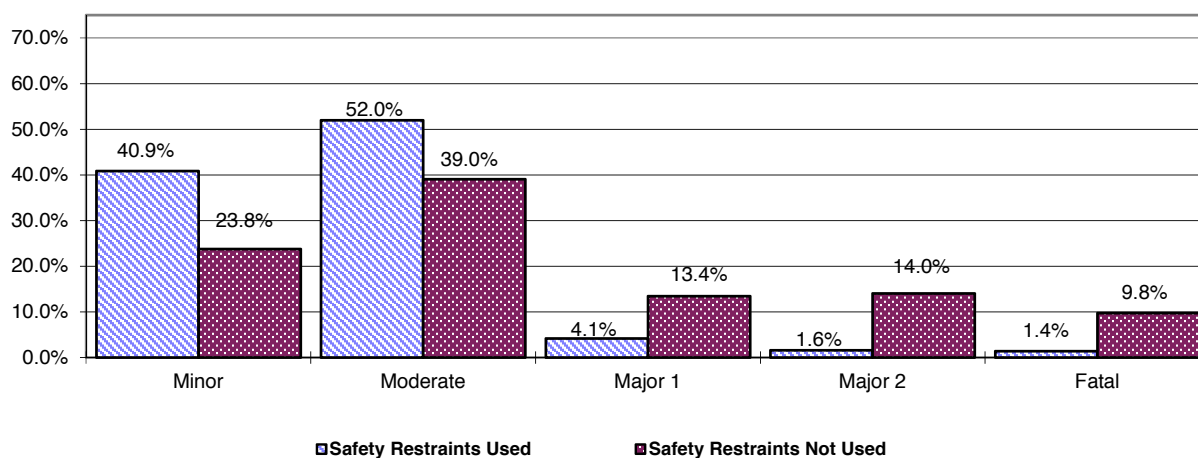
Figure 7.3



Note:

The totals used to calculate the percentage in figure 7.3 do not include occupants where seatbelt use was coded as "not stated."

Severity of Injury by Safety Restraints Used



Vehicle Occupants by Injury Class and Age Group

Table 7.5

Restraints Used

Injury Class	Not Stated	Age Group								Total
		0 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	
Minor	28	22	43	53	409	906	37	21	70	1,589
Moderate	11	20	35	47	428	1,288	78	46	68	2,021
Major 1	0	0	1	3	43	87	10	4	13	161
Major 2	1	0	0	2	12	41	3	2	2	63
Fatal	0	1	1	1	9	33	4	0	5	54
Total	40	43	80	106	901	2,355	132	73	158	3,888

Restraints Not Used

Injury Class	Not Stated	Age Group								Total
		0 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	
Minor	0	0	6	2	15	15	0	0	1	39
Moderate	4	0	2	2	33	23	0	0	0	64
Major 1	0	1	2	0	9	9	0	1	0	22
Major 2	0	1	1	0	7	14	0	0	0	23
Fatal	0	1	2	0	6	5	1	0	1	16
Total	4	3	13	4	70	66	1	1	2	164

Restraint Use Not Stated

Injury Class	Not Stated	Age Group								Total
		0 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	
Minor	4	2	1	3	25	28	1	1	1	66
Moderate	1	1	1	2	22	24	3	0	1	55
Major 1	0	0	0	0	2	5	0	0	1	8
Major 2	0	0	1	0	2	1	0	1	0	5
Fatal	1	0	0	0	1	4	0	0	0	6
Total	6	3	3	5	52	62	4	2	3	140

Injury Classification

Table 7.6

- 1 Minor minor complaint of injury by victim, but no apparent incapacitation
- 2 Moderate an injury other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the collision
- 3 Major 1 an injury other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred
- 4 Major 2 an injury from which the victim enters into unconsciousness at, or when taken from, the collision scene
- 5 Fatal death within 30 days as a result of injuries incurred in the traffic collision

Vehicle Occupants

- Vehicle Occupant driver or passenger of a car, truck, van, power unit, bus, emergency vehicle or motorhome

Fatal Collisions

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Fatal Collisions

Table 8.1 provides a breakdown of the fatalities by road user class, day of week, time of day and type of roadway.

The detailed listing in Figure 8.2 shows some of the individual factors and a brief description of each of the 86 fatal collisions that occurred during 2017.

Deaths of unbelted occupants

- 16 unbelted vehicle occupants were killed in 2017. This represents 21.1% of all vehicle occupant deaths.

Age and gender of those not using seatbelts:

Age of victim	Male	Female
Under 16	2	1
16-24	4	1
25-54	4	2
55 and older	2	0

Deaths of belted occupants

- 54 belted vehicle occupants were killed in 2017. This represents 71.1% of all vehicle occupant deaths.

Age and gender of those using seatbelts:

Age of victim	Male	Female
Under 16	1	2
16-24	6	1
25-54	15	13
55 and older	11	5

Deaths where seatbelt use was not known

- 5 occupants were killed in 2017 whose seatbelt use was unknown.

Age and gender of those where seatbelt use was not known:

Age of victim	Male	Female
Under 16	0	0
16-24	0	0
25-54	5	0
55 and older	0	0

SUMMARY: For the year ending Dec. 31, 2017, there were 100 traffic fatalities in Saskatchewan. They consisted of 54 drivers and 22 passengers, 16 pedestrians, three motorcyclists, two bicyclists, and three ATV operators.

1. Pedestrian Summary:

- 16 pedestrian deaths
- 5 on urban roads
- 8 on provincial highways
- 0 on designated grid roads
- 3 on First Nations land
- In 5 of the cases, the pedestrian had been drinking, and in 3 cases, pedestrian action was listed as a contributing factor in the incident

2. All-Terrain Vehicle Summary:

- 3 ATV operator deaths
- 3 on designated grid roads

3. Motorcyclist Summary:

- 3 motorcyclists were killed in 2017
- 2 were killed on urban roads
- 1 were killed on provincial highways
- 2 of the crashes were attributed to the action of the motorcyclist (MCF 04,25,34)

4. Vehicle Occupant Summary:

- In 2017, there were 76 vehicle occupant deaths; 54 were using safety restraints and 16 were not. Seatbelt usage for 5 of them was not known.

Seatbelt Used: 54 deaths

- 12 were in single vehicle crashes, 9 of which were rollovers
- Type of vehicle the occupant was in:
 - 23 passenger cars
 - 12 pickup trucks
 - 17 vans or SUVs
 - 2 semi-tractor unit or large truck

Seatbelt Not or Improperly Worn: 16 deaths

- 10 victims were in single vehicle crashes, 8 of which were rollovers
- Type of vehicle the occupant was in:
 - 8 passenger cars
 - 4 pickup trucks
 - 1 vans or SUVs
 - 3 semi-tractor unit or large truck

Seatbelt Use Not Known or Not Stated: 5 deaths

- 2 victims were in single vehicle crashes, 3 of which were rollovers
- Type of vehicle the occupant was in:
 - 2 passenger cars
 - 3 pickup trucks

5. 2017 Traffic Deaths by Day of Week:

<input type="checkbox"/> Sunday	18
<input type="checkbox"/> Monday	12
<input type="checkbox"/> Tuesday	9
<input type="checkbox"/> Wednesday	11
<input type="checkbox"/> Thursday	7
<input type="checkbox"/> Friday	20
<input type="checkbox"/> Saturday	23

6. 2017 Traffic Deaths by Time of Day:

Hour	Deaths	Hour	Deaths
Midnight to 0:59 a.m.	2	Noon to 0:59 p.m.	1
1 to 1:59 a.m.	4	1 to 1:59 p.m.	6
2 to 2:59 a.m.	5	2 to 2:59 p.m.	9
3 to 3:59 a.m.	4	3 to 3:59 p.m.	4
4 to 4:59 a.m.	0	4 to 4:59 p.m.	3
5 to 5:59 a.m.	0	5 to 5:59 p.m.	5
6 to 6:59 a.m.	3	6 to 6:59 p.m.	7
7 to 7:59 a.m.	7	7 to 7:59 p.m.	5
8 to 8:59 a.m.	9	8 to 8:59 p.m.	3
9 to 9:59 a.m.	2	9 to 9:59 p.m.	7
10 to 10:59 a.m.	1	10 to 10:59 p.m.	9
11 to 11:59 a.m.	2	11 to 11:59 p.m.	2

7. 2017 Traffic Deaths by Type of Roadway:

<input type="checkbox"/> Provincial Highways	63
<input type="checkbox"/> Rural Roads	14
<input type="checkbox"/> Urban Streets	14
<input type="checkbox"/> Other Roads	9

2017 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	Road User Class of the Deceased	# Injured	Alcohol/Drug Involvement	Distracted/ Inattentive Driving	Speed Related	Proper Restraint Use by the Deceased
1	Street	1	Bicyclist	0	Yes	No	No	No
2	Rural/Urban Highway	1	Vehicle Occupant	2	No	No	No	Yes
3	Rural/Urban Highway	1	Vehicle Occupant	3	No	No	No	Yes
4	Rural/Urban Highway	3	Vehicle Occupant	0	No	Yes	No	Yes
5	Rural/Urban Highway	1	Vehicle Occupant	3	Yes	No	No	Yes

January summary: 7 people killed in 5 collisions; 2 collisions involved alcohol/drugs; 1 collision involved distracted/inattentive driving; 0 collisions involved speed; and 1 involved an occupant not wearing a seatbelt.

6	Rural/Urban Highway	1	Vehicle Occupant	1	No	No	No	No
7	Rural/Urban Highway	1	Vehicle Occupant	2	Yes	No	No	Yes
8	Rural/Urban Highway	1	Vehicle Occupant	3	Yes	No	Yes	Yes
9	Rural/Urban Highway	1	Vehicle Occupant	0	Yes	No	No	N/A
10	Street	1	Vehicle Occupant	0	No	No	No	Yes

February summary: 5 people killed in 5 collisions; 3 collisions involved alcohol/drugs; 0 collisions involved distracted/inattentive driving; 1 collision involved speed; and 1 involved an occupant not wearing a seatbelt.

11	Rural/Urban Highway	1	Pedestrian	1	No	No	No	N/A
12	Rural/Urban Highway	1	Vehicle Occupant	0	No	No	No	Yes
13	Rural/Urban Highway	1	Vehicle Occupant	2	No	Yes	No	Yes
14	Grid Road	1	Vehicle Occupant	1	No	Yes	Yes	Yes

March summary: 4 people killed in 4 collisions; 0 collisions involved alcohol/drugs; 2 collisions involved distracted/inattentive driving; 1 collision involved speed; and 0 involved an occupant not wearing a seatbelt.

15	Rural/Urban Highway	1	Pedestrian	0	No	No	No	N/A
16	Street	1	Pedestrian	0	No	No	No	N/A
17	Street	1	Vehicle Occupant	0	No	No	No	Yes
18	Rural/Urban Highway	1	Vehicle Occupant	1	No	No	No	No

April summary: 4 people killed in 4 collisions; 0 collisions involved alcohol/drugs; 0 collisions involved distracted/inattentive driving; 0 collisions involved speed; and 1 involved an occupant not wearing a seatbelt.

19	Grid Road	1	ATV	0	No	No	No	No
20	Rural/Urban Highway	1	Bicyclist	0	No	Yes	No	N/A
21	Rural/Urban Highway	1	Vehicle Occupant	0	No	No	No	Yes

May summary: 3 people killed in 3 collisions; 0 collisions involved alcohol/drugs; 1 collision involved distracted/inattentive driving; 0 collisions involved speed; and 1 involved an occupant not wearing a seatbelt.

2017 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	Road User Class of the Deceased	# Injured	Alcohol/Drug Involvement	Distracted/ Inattentive Driving	Speed Related	Proper Restraint Use by the Deceased
22	First Nation Land	3	Vehicle Occupant	0	No	No	No	No
23	Rural/Urban Highway	1	Vehicle Occupant	0	No	Yes	No	No
24	Rural/Urban Highway	1	Pedestrian	0	Yes	No	No	N/A
25	First Nation Land	1	Vehicle Occupant	1	No	No	Yes	Yes
26	Street	1	Vehicle Occupant	0	No	No	No	Yes
27	Rural/Urban Highway	1	Vehicle Occupant	0	No	No	No	Yes
28	Street	1	Vehicle Occupant	1	Yes	No	Yes	No
29	Grid Road	1	Vehicle Occupant	1	No	Yes	No	Yes
30	Rural/Urban Highway	1	Vehicle Occupant	1	Yes	No	No	Yes
31	Rural/Urban Highway	1	Pedestrian	0	No	No	No	N/A

June summary: 12 people killed in 10 collisions; 3 collisions involved alcohol/drugs; 2 collisions involved distracted/inattentive driving; 2 collisions involved speed; and 3 involved an occupant not wearing a seatbelt.

32	Rural/Urban Highway	1	Vehicle Occupant	0	Yes	Yes	No	N/A
33	Grid Road	1	Vehicle Occupant	0	Yes	No	Yes	Yes
34	Rural/Urban Highway	1	Vehicle Occupant	0	Yes	Yes	No	N/A
35	Rural/Urban Highway	3	Vehicle Occupant	2	Yes	Yes	No	Yes
36	Street	1	Motorcyclist	0	Yes	No	Yes	N/A
37	Street	1	Pedestrian	0	No	No	No	N/A
38	Street	1	Motorcyclist	0	No	No	No	N/A
39	Rural/Urban Highway	1	Vehicle Occupant	4	No	Yes	No	Yes
40	Rural/Urban Highway	1	Vehicle Occupant	2	No	No	Yes	Yes
41	Rural/Urban Highway	2	Vehicle Occupant	1	No	Yes	No	Yes
42	First Nation Land	1	Pedestrian	0	Yes	No	No	N/A
43	Rural/Urban Highway	1	Vehicle Occupant	2	No	Yes	Yes	Yes

July summary: 15 people killed in 12 collisions; 6 collisions involved alcohol/drugs; 6 collisions involved distracted/inattentive driving; 4 collisions involved speed; and 0 involved an occupant not wearing a seatbelt.

44	Grid Road	1	Vehicle Occupant	0	No	No	No	No
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2017 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	Road User Class of the Deceased	# Injured	Alcohol/Drug Involvement	Distracted/ Inattentive Driving	Speed Related	Proper Restraint Use by the Deceased
45	Grid Road	1	ATV	0	No	No	No	No
46	Rural/Urban Highway	2	Vehicle Occupant	2	Yes	No	No	Yes
47	Rural/Urban Highway	1	Vehicle Occupant	1	Yes	No	No	No
48	Rural/Urban Highway	2	Vehicle Occupant	0	Yes	No	No	Yes
49	First Nation Land	1	Vehicle Occupant	0	Yes	No	No	No

August summary: 8 people killed in 6 collisions; 4 collisions involved alcohol/drugs; 0 collisions involved distracted/inattentive driving; 0 collisions involved speed; and 4 involved an occupant not wearing a seatbelt.

50	First Nation Land	1	Pedestrian	0	Yes	No	No	N/A
51	Rural/Urban Highway	1	Motorcyclist	0	No	No	No	N/A
52	Rural/Urban Highway	2	Vehicle Occupant	1	Yes	Yes	No	Yes
53	Street	1	Vehicle Occupant	0	No	No	No	N/A
54	Street	1	Pedestrian	0	No	Yes	No	N/A
55	Rural/Urban Highway	1	Pedestrian	0	Yes	No	No	N/A
56	Rural/Urban Highway	1	Pedestrian	0	Yes	No	No	N/A
57	Grid Road	1	ATV	0	No	No	No	N/A
58	Grid Road	1	Vehicle Occupant	2	Yes	No	No	No
59	Grid Road	1	Vehicle Occupant	0	Yes	No	No	No
60	Rural/Urban Highway	1	Vehicle Occupant	1	Yes	No	No	Yes
61	Grid Road	1	Vehicle Occupant	1	No	No	No	No
62	Rural/Urban Highway	3	Vehicle Occupant	2	Yes	No	No	Yes
63	First Nation Land	1	Vehicle Occupant	0	Yes	No	No	Yes
64	Grid Road	1	Vehicle Occupant	2	Yes	No	No	Yes
65	Rural/Urban Highway	1	Vehicle Occupant	0	No	Yes	No	Yes
66	Rural/Urban Highway	1	Vehicle Occupant	0	Yes	No	No	Yes
67	Rural/Urban Highway	1	Vehicle Occupant	0	Yes	No	No	N/A
68	Rural/Urban Highway	1	Vehicle Occupant	0	Yes	No	Yes	Yes

September summary: 22 people killed in 19 collisions; 13 collisions involved alcohol/drugs; 3 collisions involved distracted/inattentive driving; 1 collision involved speed; and 3 involved an occupant not wearing a seatbelt.

2017 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	Road User Class of the Deceased	# Injured	Alcohol/Drug Involvement	Distracted/ Inattentive Driving	Speed Related	Proper Restraint Use by the Deceased
69	Rural/Urban Highway	1	Vehicle Occupant	2	No	No	No	Yes
70	Street	1	Pedestrian	0	No	Yes	No	N/A
71	Rural/Urban Highway	1	Vehicle Occupant	0	No	Yes	No	Yes
72	Grid Road	1	Vehicle Occupant	1	Yes	No	No	N/A
73	Grid Road	1	Vehicle Occupant	1	No	No	No	Yes
74	Rural/Urban Highway	1	Pedestrian	0	Yes	No	No	N/A
75	Rural/Urban Highway	1	Vehicle Occupant	0	Yes	No	Yes	Yes
76	Rural/Urban Highway	1	Vehicle Occupant	3	No	No	No	No
77	Rural/Urban Highway	2	Vehicle Occupant	1	No	No	No	Yes

October summary: 10 people killed in 9 collisions; 3 collisions involved alcohol/drugs; 2 collisions involved distracted/inattentive driving; 1 collision involved speed; and 1 involved an occupant not wearing a seatbelt.

78	Street	1	Vehicle Occupant	1	No	No	No	Yes
79	Grid Road	1	Vehicle Occupant	1	No	Yes	No	Yes
80	Rural/Urban Highway	1	Vehicle Occupant	1	No	Yes	No	No
81	First Nation Land	1	Pedestrian	0	No	No	No	N/A
82	Rural/Urban Highway	1	Vehicle Occupant	0	No	No	Yes	Yes

November summary: 5 people killed in 5 collisions; 0 collisions involved alcohol/drugs; 2 collisions involved distracted/inattentive driving; 1 collision involved speed; and 1 involved an occupant not wearing a seatbelt.

83	Street	1	Pedestrian	0	No	No	No	N/A
84	Rural/Urban Highway	2	Vehicle Occupant	0	Yes	No	No	Yes
85	Rural/Urban Highway	1	Vehicle Occupant	0	Yes	Yes	No	Yes
86	Rural/Urban Highway	1	Pedestrian	0	No	No	No	N/A

December summary: 5 people killed in 4 collisions; 2 collisions involved alcohol/drugs; 1 collisions involved distracted/inattentive driving; 0 collisions involved speed; and 0 involved an occupant not wearing a seatbelt.

Pedestrians

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Pedestrians

2017 Quick Facts on Pedestrian Collisions

- 16 pedestrians were killed and 253 were injured in 2017.
- Pedestrian action was a contributing factor in three of the 16 deaths.
- Five of the pedestrians killed had been drinking.
- 15% of the pedestrians injured or killed were under the age of 15.
- 91% of the pedestrians were injured or killed in an urban area.
- 38% of the pedestrians were hit while trying to cross at an intersection, and 20% were hit while crossing or running onto the roadway mid-block.
- Most pedestrian collisions occurred in late afternoon and early evening. The highest hourly total occurred between 3 and 4 p.m.

Pedestrians Injured or Killed by Age Group

Table 9.1

	Age Group									Not Stated	Total	%
	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +			
Injured	4	36	23	24	33	33	34	25	25	16	253	94.1
Killed	1	0	0	1	3	3	1	3	4	0	16	5.9
Total	5	36	23	25	36	36	35	28	29	16	269	
%	1.9	13.4	8.6	9.3	13.4	13.4	13.0	10.4	10.8	5.9		100

Pedestrians Injured or Killed by Action and Age Group

Table 9.2

Action *	Age Group									Not Stated	Total	%
	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +			
At Int Xing with ROW	1	10	10	8	11	14	13	11	19	6	103	38.3
Running into Road	1	12	2	2	2	7	6	0	0	2	34	12.6
Xing Road Between Int	0	1	0	1	3	1	6	3	2	2	19	7.1
Not Stated	1	1	0	1	1	1	1	2	0	3	11	4.1
Walking on Roadway	0	0	3	2	2	4	0	3	1	0	15	5.6
At Int Xing No Traffic Control	0	2	1	0	1	0	1	1	1	0	7	2.6
Walking with Traffic	0	0	1	1	1	3	1	1	0	1	9	3.3
At Int Xing without ROW	0	3	3	5	4	1	0	1	3	0	20	7.4
From Behind Vehicle	0	4	0	2	2	1	2	0	0	0	11	4.1
On Sidewalk or Median	0	2	1	2	2	0	2	4	1	0	14	5.2
Lying on Roadway	0	0	0	0	2	0	1	0	0	0	3	1.1
Getting on/off Other Vehicle	1	0	1	0	2	2	0	1	0	1	8	3.0
Skateboarding	0	0	1	1	0	0	0	0	0	0	2	0.7
Working on Vehicle	0	1	0	0	1	0	1	0	0	0	3	1.1
Working on Roadway	0	0	0	0	1	2	0	0	1	0	4	1.5
Walking, Facing Traffic	0	0	0	0	1	0	0	0	0	1	2	0.7
Wheelchair on Road	0	0	0	0	0	0	0	0	1	0	1	0.4
Playing on Roadway	1	0	0	0	0	0	0	0	0	0	1	0.4
Hitchhiking	0	0	0	0	0	0	1	1	0	0	2	0.7
Total	5	36	23	25	36	36	35	28	29	16	269	100

* Int - Intersection , Xing = Crossing, ROW = Right of Way

Pedestrians Injured or Killed by Road System

Table 9.3

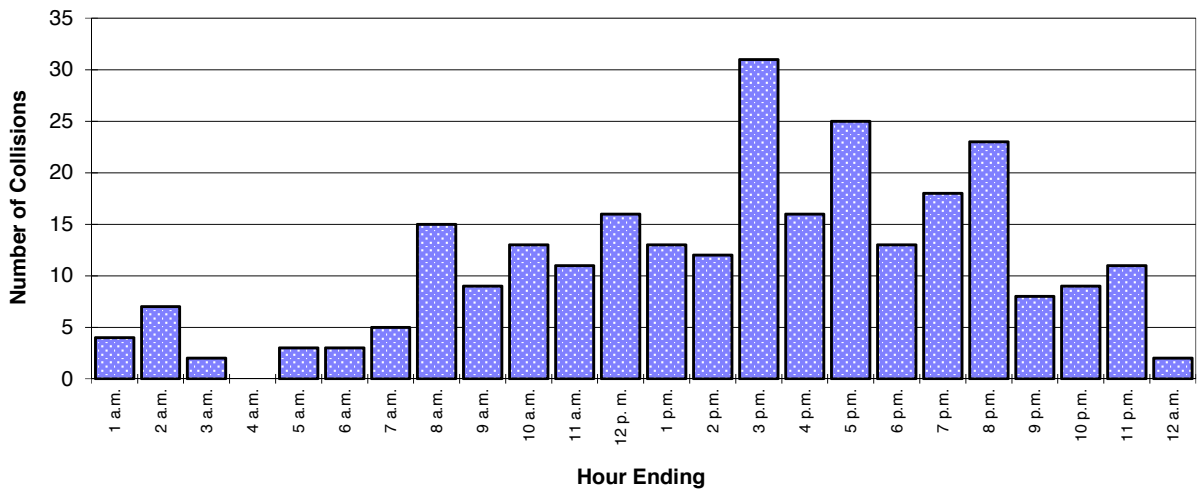
Road System	Injured	%	Killed	%	Total	%
Urban Streets	239	88.8	5	1.9	244	90.7
Provincial Highways	4	1.5	8	3.0	12	4.5
Rural Roads	2	0.7	0	0.0	2	0.7
Other Roads	8	3.0	3	1.1	11	4.1
Total	253	94.1	16	5.9	269	100

Pedestrians Injured or Killed by Time of Day

Table 9.4

Hour of Collision	Collisions	Hour of Collision	Collisions
12 to 1 a.m.	2	1 to 2 p.m.	13
1 to 2 a.m.	4	2 to 3 p.m.	12
2 to 3 a.m.	7	3 to 4 p.m.	31
3 to 4 a.m.	2	4 to 5 p.m.	16
4 to 5 a.m.	0	5 to 6 p.m.	25
5 to 6 a.m.	3	6 to 7 p.m.	13
6 to 7 a.m.	3	7 to 8 p.m.	18
7 to 8 a.m.	5	8 to 9 p.m.	23
8 to 9 a.m.	15	9 to 10 p.m.	8
9 to 10 a.m.	9	10 to 11 p.m.	9
10 to 11 a.m.	13	11 p.m. to 12 a.m.	11
11 a.m. to 12 p.m.	11	Not Stated	0
12 to 1 p.m.	16	Total	269

Pedestrians Injured or Killed by Hour of Collision

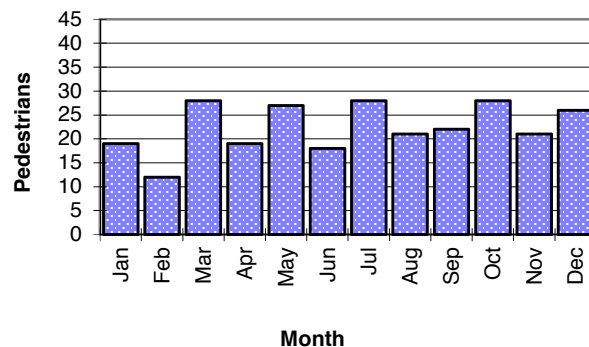


Pedestrians Injured or Killed by Month

Table 9.5

Month	Collisions
January	19
February	12
March	28
April	19
May	27
June	18
July	28
August	21
September	22
October	28
November	21
December	26
Total	269

Pedestrians Injured or Killed by Month



Alcohol and Drugs

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Alcohol and Drugs

Impaired driving remains one of the top contributing factors in fatal collisions in Saskatchewan. SGI continues to work on solutions to help resolve this important traffic safety issue.

To reinforce the message that impaired driving is always the wrong decision, traffic safety laws were changed in 2017 and 2018 to strengthen consequences for impaired driving, building on the tough laws implemented in 2014. The most recent changes include vehicle seizures for experienced drivers with a blood alcohol content between .04 - .08 on a first offence; Canada's toughest ignition interlock laws; and, harsher penalties for repeat impaired drivers and impaired drivers who transport children.

There is zero tolerance for drug-impaired driving in Saskatchewan. This means that drivers should not get behind the wheel with any level of impairing drugs in their system that is detectable by a federally-approved screening device.

If a driver is responsible for a collision while driving impaired, they have no insurance coverage for damage to their vehicle or to the vehicles or property of others involved.

Immediate Administrative Penalties

Drivers stopped by police and charged criminally with an impaired driving offence, or for driving while over the provincial limit for drugs or alcohol, face immediate administrative penalties. Administrative penalties are separate from criminal charges.

In Saskatchewan, there is zero tolerance for alcohol and drugs for new drivers¹.

New drivers caught with any amount of alcohol or any level of impairing drugs in their system detectable by a federally-approved screening device, or a standardized field sobriety test are immediately suspended and have the vehicle they are driving seized, regardless of who the registered owner is.

Experienced drivers that register a blood alcohol content (BAC) between .04 to .08 or have a detectable amount of drugs in their system and fail a standardized field sobriety test or receive a positive result on a federally-approved drug-screening device face immediate licence suspensions and vehicle impoundment. There is zero tolerance for drugs for experienced drivers.

Whether new or experienced, drivers face other consequences like demerits under the Safe Driver Recognition program, and mandatory impaired driving education. If a driver is over the provincial limit for alcohol or drugs while transporting a passenger(s) under 16, they also face possible licence suspension and vehicle impoundment increases.

Criminal Code Impaired Driving Offences – All Drivers

The following Criminal Code impaired driving offences come with the same consequences for all drivers (whether new or experienced):

- .08 BAC or over
- impaired
- failure or refusal to comply with a demand
- over the legal limit for drugs
- combination alcohol and drugs

For criminal offences to become criminal convictions under the federal Criminal Code, police need to lay charges and those charges must be prosecuted through the court system. Once convicted of a criminal offence, the consequences may include:

- driving prohibitions
- court fines
- jail time
- criminal record

Drivers charged with one of these offences lose their licence indefinitely, until their charges are resolved in court, and face other consequences like vehicle seizures. If the driver is convicted of the charge, additional penalties apply such as automatic licence suspension, impaired driving education, ignition interlock (if applicable), reinstatement fees and financial penalties under the Safe Driver Recognition program (minimum of \$1,250 penalty).

Impaired Driving Statistic Reporting

The impaired driving statistics in Section 10 reflect drivers impaired by drugs, alcohol or a combination of drugs and alcohol.

SGI began including drug-impaired statistics in the 2017 Traffic Accident Information System (TAIS) report. Though drugs are currently underreported by law enforcement, it is expected that reporting will improve each year going forward.

Prior to 2017, TAIS reporting included statistics for both drivers and pedestrians impaired by alcohol only (we did not previously include drugs). The 2017 impaired driving tables no longer include collisions where the pedestrian was found to have been impaired unless the collision also involved an impaired driver.

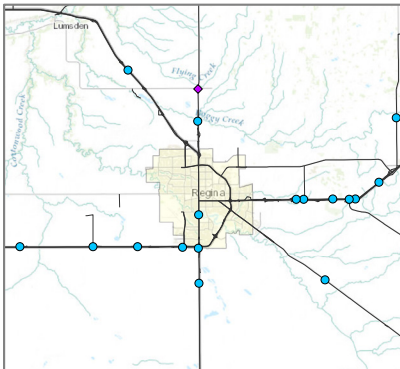
Impaired-Driving Casualty Collisions (Fatalities & Injuries) on Provincial Highways (2014-2017)



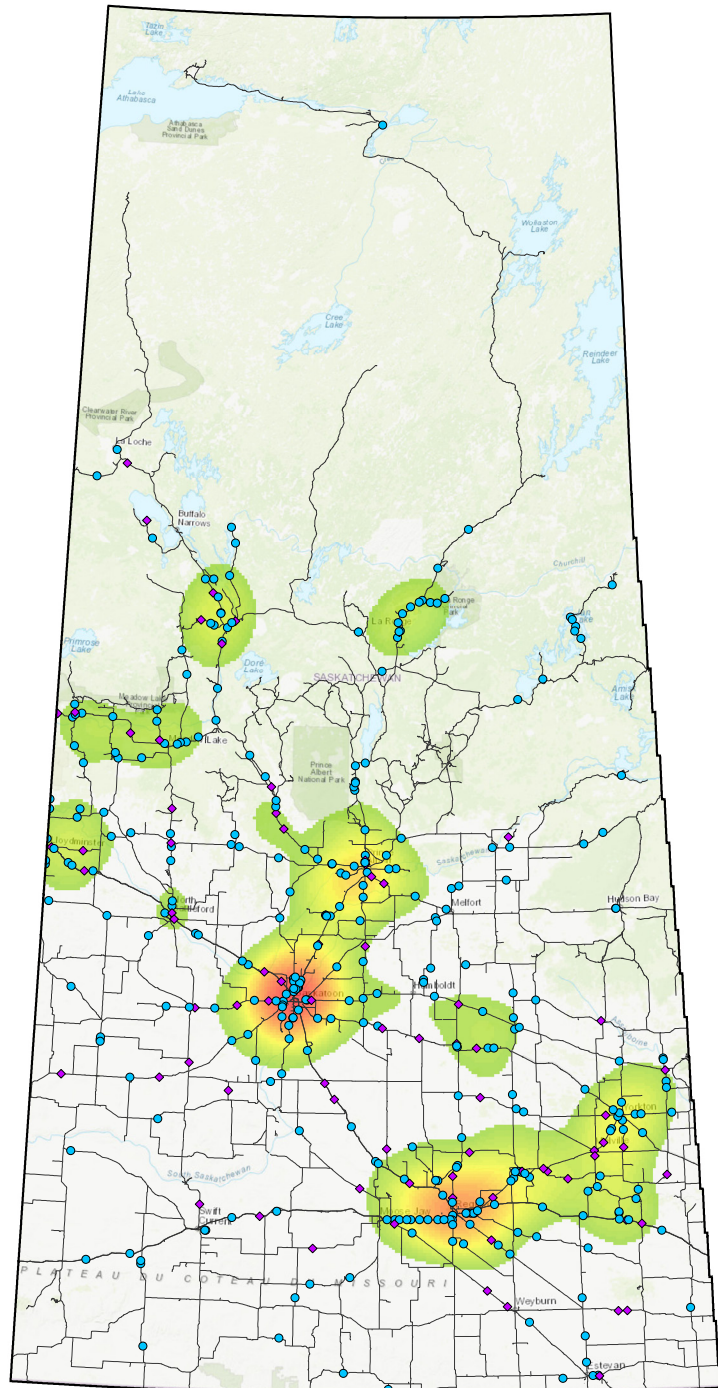
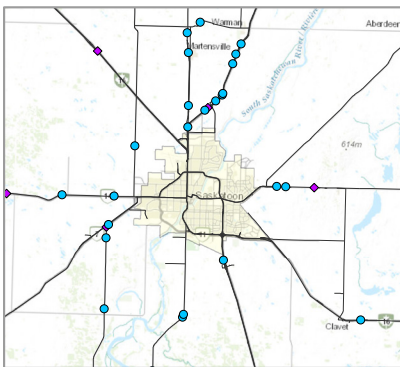
Legend

- ◆ Fatalities
 - *2014 - 27 Killed in 23 Fatal Collisions
 - *2015 - 22 Killed in 20 Fatal Collisions
 - *2016 - 25 Killed in 19 Fatal Collisions
 - *2017 - 25 Killed in 19 Fatal Collisions
- Injuries
 - *2014 - 166 Injured in 107 Casualty Collisions
 - *2015 - 161 Injured in 117 Casualty Collisions
 - *2016 - 156 Injured in 111 Casualty Collisions
 - *2017 - 131 Injured in 86 Casualty Collisions
- Provincial Highways
- Very Low Number of Collisions
- Low Number of Collisions
- Medium Number of Collisions
- High Number of Collisions
- Very High Number of Collisions

Regina Area



Saskatoon Area



Created By: GeoTAIS,
Traffic Safety Program Evaluation
Data: 2014-2017

0 80 160 320 480 640 Km

Collisions and Victims Involving a Drinking/Drugged Driver

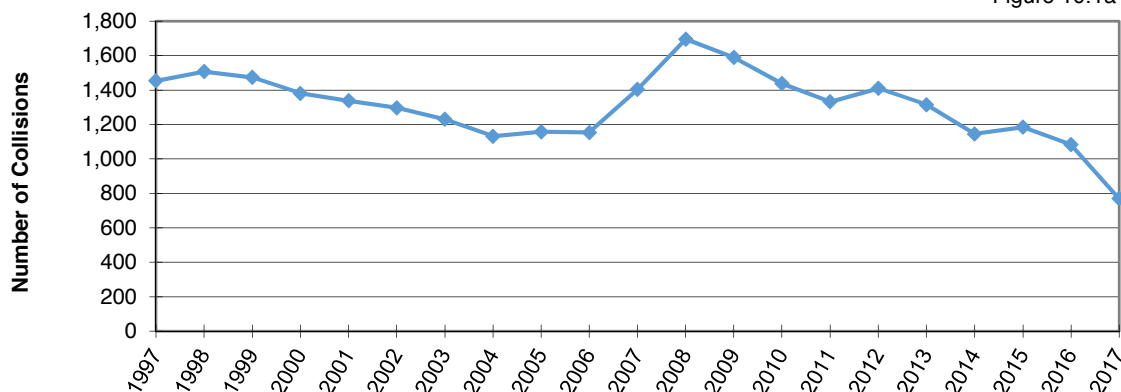
Table 10.1

Year	Number of Collisions				Number of Victims		
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1997	838	570	46	1,454	1,074	57	1,131
1998	896	564	47	1,507	1,013	56	1,069
1999	862	551	61	1,474	989	83	1,072
2000	797	547	37	1,381	946	45	991
2001	817	457	64	1,338	829	79	908
2002	747	507	43	1,297	817	46	863
2003	709	467	54	1,230	799	59	858
2004	627	465	40	1,132	806	49	855
2005	719	402	37	1,158	665	41	706
2006	713	399	42	1,154	736	43	779
2007	885	477	42	1,404	875	47	922
2008	1,084	548	64	1,696	992	76	1,068
2009	1,024	511	55	1,590	889	65	954
2010	945	434	59	1,438	755	66	821
2011	896	384	52	1,332	647	61	708
2012	893	459	58	1,410	746	69	815
2013	894	388	33	1,315	606	40	646
2014	795	305	46	1,146	542	55	597
2015	788	350	47	1,185	577	50	627
2016	738	301	44	1,083	456	51	507
2017	520	219	31	770	368	39	407

Alcohol involvement in fatal traffic collisions is confirmed through the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions. Drug involvement in traffic collisions is confirmed through the reporting police agency only.

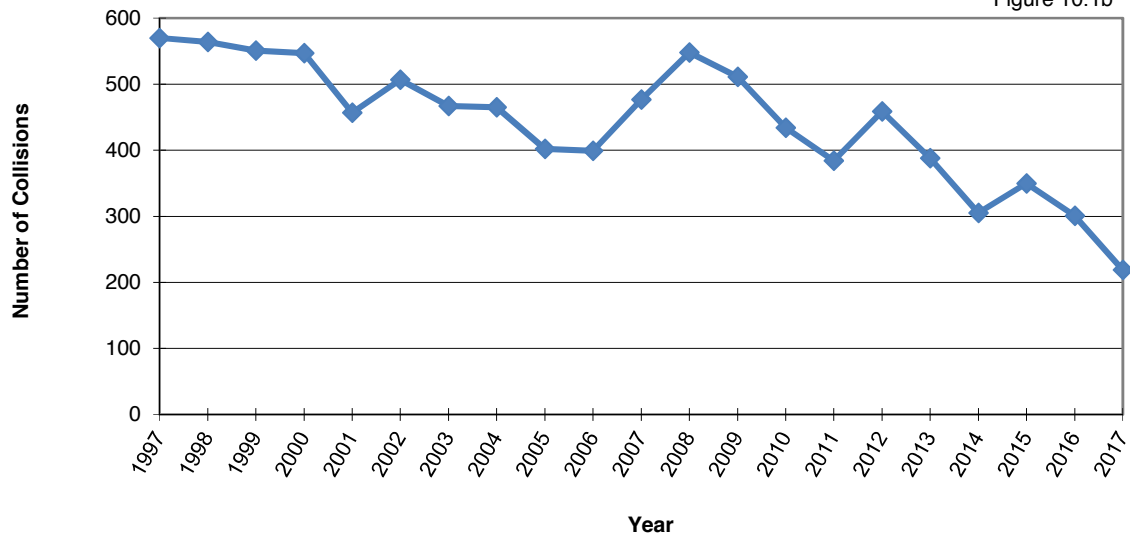
Total Collisions Involving Alcohol/Drugs by Year

Figure 10.1a



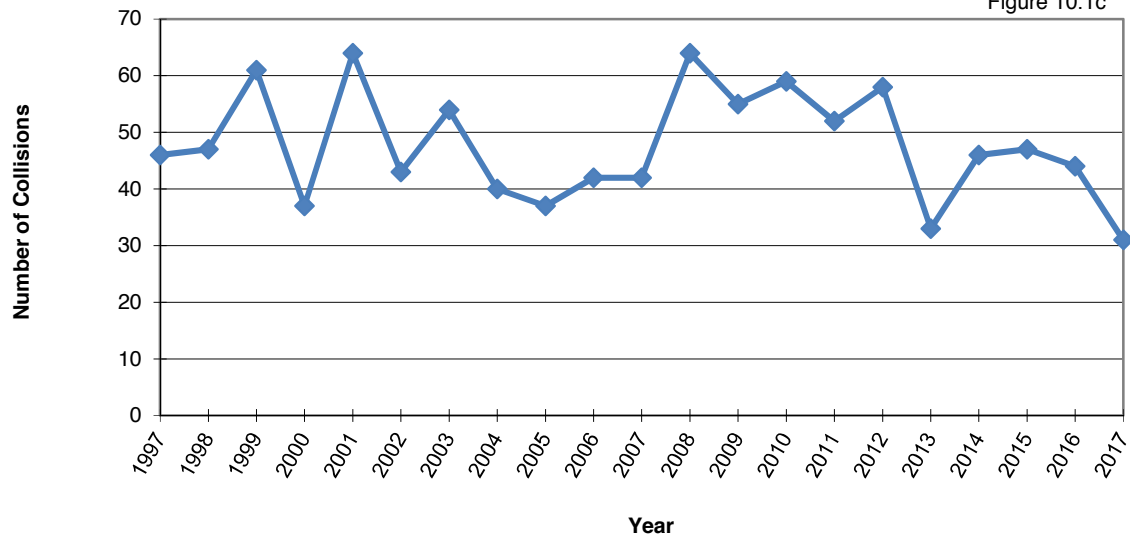
Total Injury Collisions Involving Alcohol/Drugs by Year

Figure 10.1b



Total Fatal Collisions Involving Alcohol/Drugs by Year

Figure 10.1c



Percent of Collisions and Victims Involving Alcohol/Drugs by Year

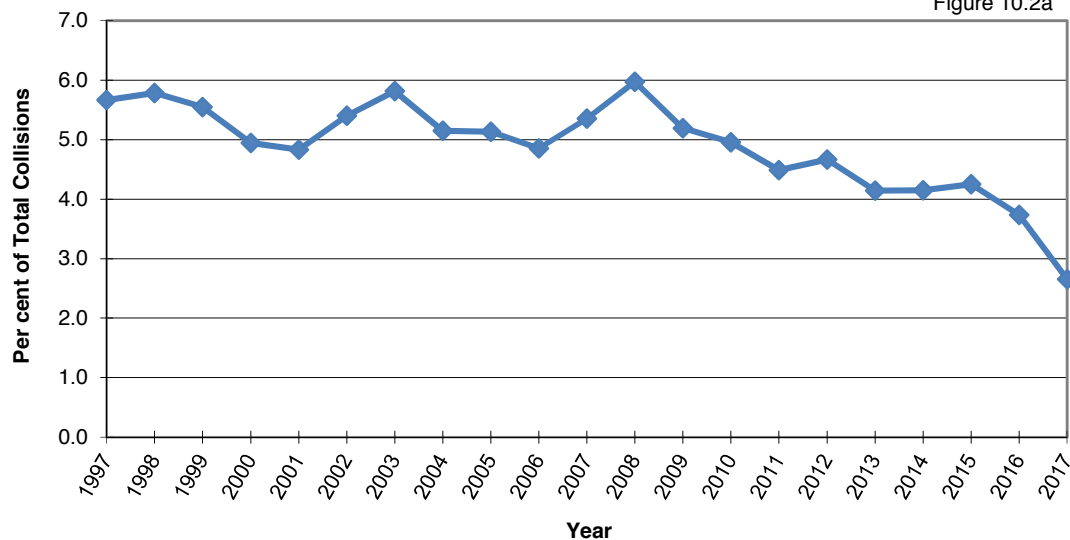
Table 10.2

Year	Percent of Collisions				Percent of Victims		
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1997	4.1	11.1	35.4	5.7	14.1	34.8	16.2
1998	4.3	11.4	37.0	5.8	14.0	38.1	13.7
1999	4.1	10.1	40.7	5.5	12.3	43.9	14.5
2000	3.6	10.0	27.2	4.9	12.0	30.0	12.1
2001	3.6	9.3	46.0	4.8	11.9	47.6	11.3
2002	4.0	9.9	35.0	5.4	11.2	33.6	12.1
2003	4.6	8.6	39.7	5.8	10.4	39.9	11.5
2004	3.8	8.6	38.1	5.1	10.7	38.9	10.9
2005	4.2	7.8	28.9	5.1	9.4	28.1	9.2
2006	3.8	7.9	34.1	4.9	10.4	32.3	10.7
2007	4.2	9.5	33.3	5.4	12.8	32.9	12.8
2008	4.7	10.7	48.5	6.0	14.0	48.7	15.3
2009	4.0	10.1	42.6	5.2	12.9	42.5	13.2
2010	3.9	9.1	40.7	5.0	11.5	39.5	11.7
2011	3.7	7.4	37.7	4.5	9.4	40.7	10.6
2012	3.6	8.2	38.2	4.7	10.2	37.7	11.6
2013	3.4	7.3	28.7	4.1	8.6	28.8	8.6
2014	3.4	6.9	41.1	4.1	9.3	42.3	8.3
2015	3.3	8.3	44.3	4.3	10.4	41.3	10.5
2016	3.0	7.0	40.4	3.7	7.9	40.8	8.9
2017	2.0	6.3	36.0	2.7	8.0	39.0	6.9

Alcohol involvement in fatal traffic collisions is confirmed with the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions. Drug involvement in traffic collisions is confirmed through the reporting police agency only.

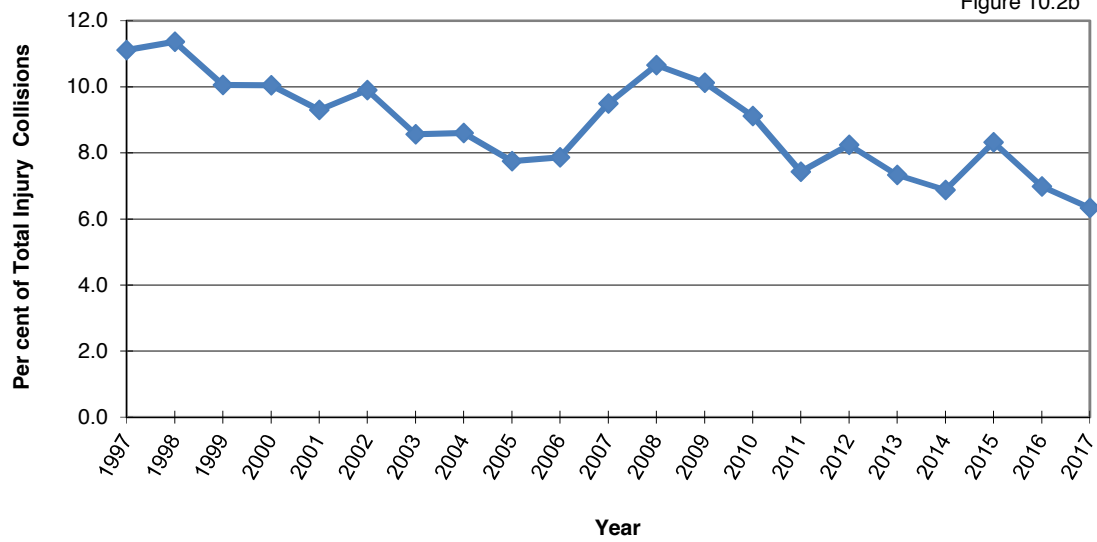
Percent of Total Collisions Involving Alcohol/Drugs by Year

Figure 10.2a



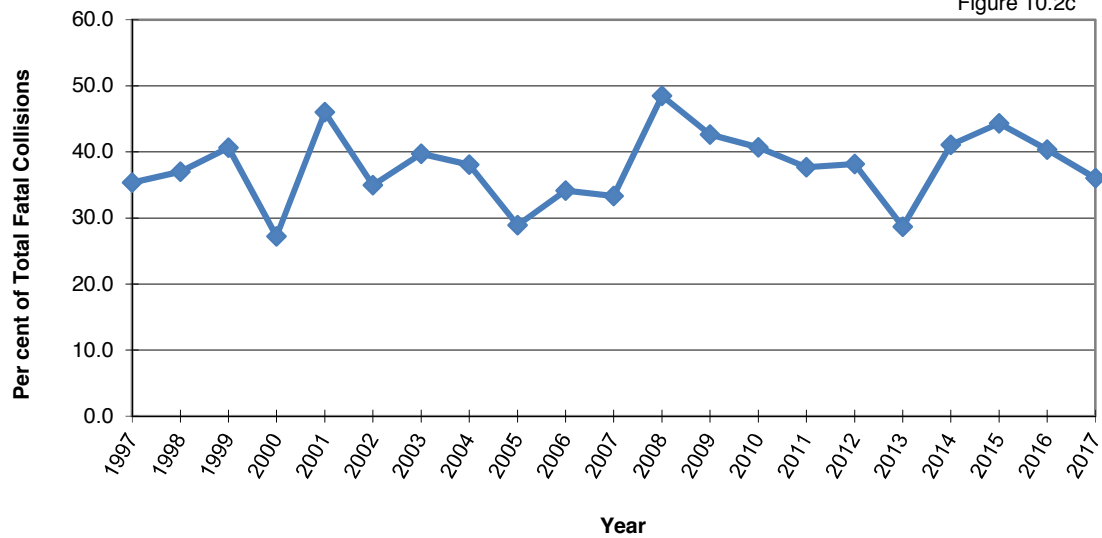
Percent of Total Injury Collisions Involving Alcohol/Drugs by Year

Figure 10.2b



Percent of Total Fatal Collisions Involving Alcohol/Drugs by Year

Figure 10.2c



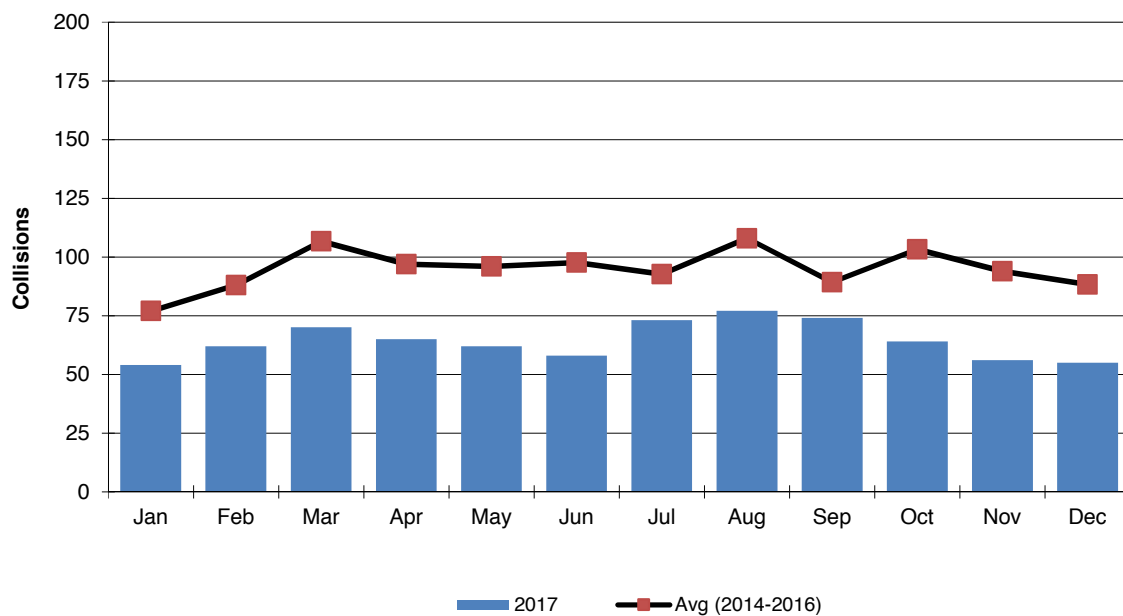
Alcohol/Drug-Involved Collisions by Month and Year

Table 10.3

Month	2012	2013	2014	2015	2016	Average 2014-2016	2017	% Change
January	100	81	81	79	71	77.0	54	-29.9
February	99	81	82	71	111	88.0	62	-29.5
March	110	94	119	99	102	106.7	70	-34.4
April	112	97	98	104	89	97.0	65	-33.0
May	118	108	87	99	102	96.0	62	-35.4
June	126	134	105	93	95	97.7	58	-40.6
July	139	98	88	91	99	92.7	73	-21.2
August	153	159	119	111	94	108.0	77	-28.7
September	110	131	86	98	84	89.3	74	-17.2
October	131	130	103	127	80	103.3	64	-38.1
November	104	103	95	109	78	94.0	56	-40.4
December	108	99	83	104	78	88.3	55	-37.7
Totals	1,410	1,315	1,146	1,185	1,083	1,138	770	-32.3

Alcohol/Drug-Involved Collisions by Month

Figure 10.3



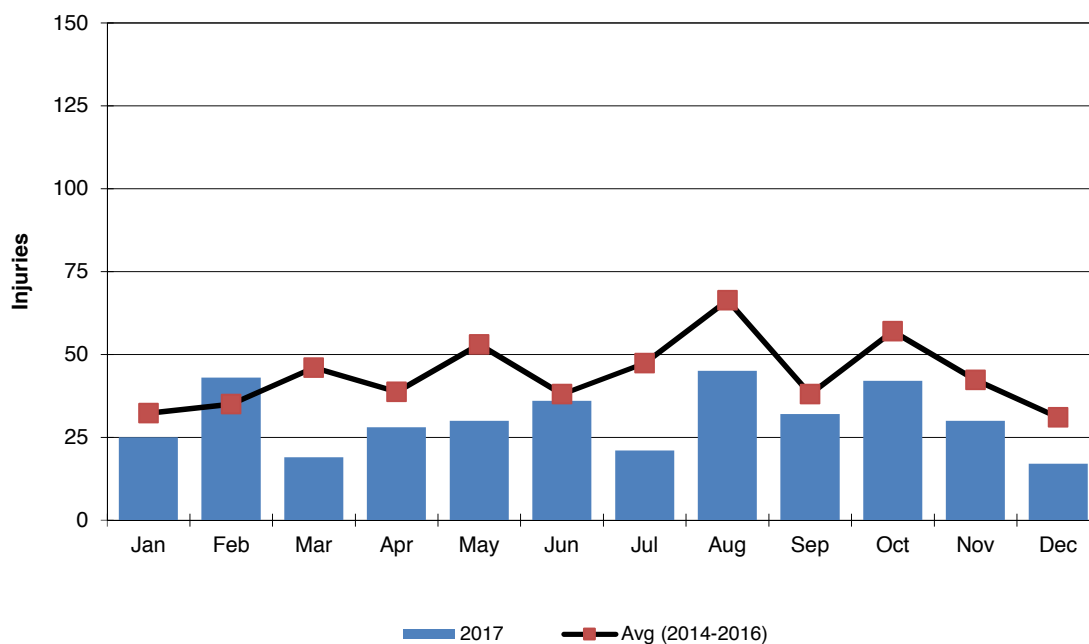
Injuries Due to Alcohol/Drug-Involved Collisions by Month and Year

Table 10.4

Month	2012	2013	2014	2015	2016	Average 2014-2016	2017	% Change
January	49	35	39	33	25	32	25	-22.7
February	47	25	35	28	42	35	43	22.9
March	58	36	39	56	43	46	19	-58.7
April	76	52	27	53	36	39	28	-27.6
May	57	61	54	52	53	53	30	-43.4
June	72	54	36	35	43	38	36	-5.3
July	90	38	46	62	34	47	21	-55.6
August	94	91	90	67	42	66	45	-32.2
September	79	78	33	41	40	38	32	-15.8
October	52	72	77	65	29	57	42	-26.3
November	27	31	35	56	36	42	30	-29.1
December	45	33	31	29	33	31	17	-45.2
Totals	746	606	542	577	456	525	368	-29.9

Figure 10.4

Injuries Due to Alcohol/Drug-Involved Collisions by Month

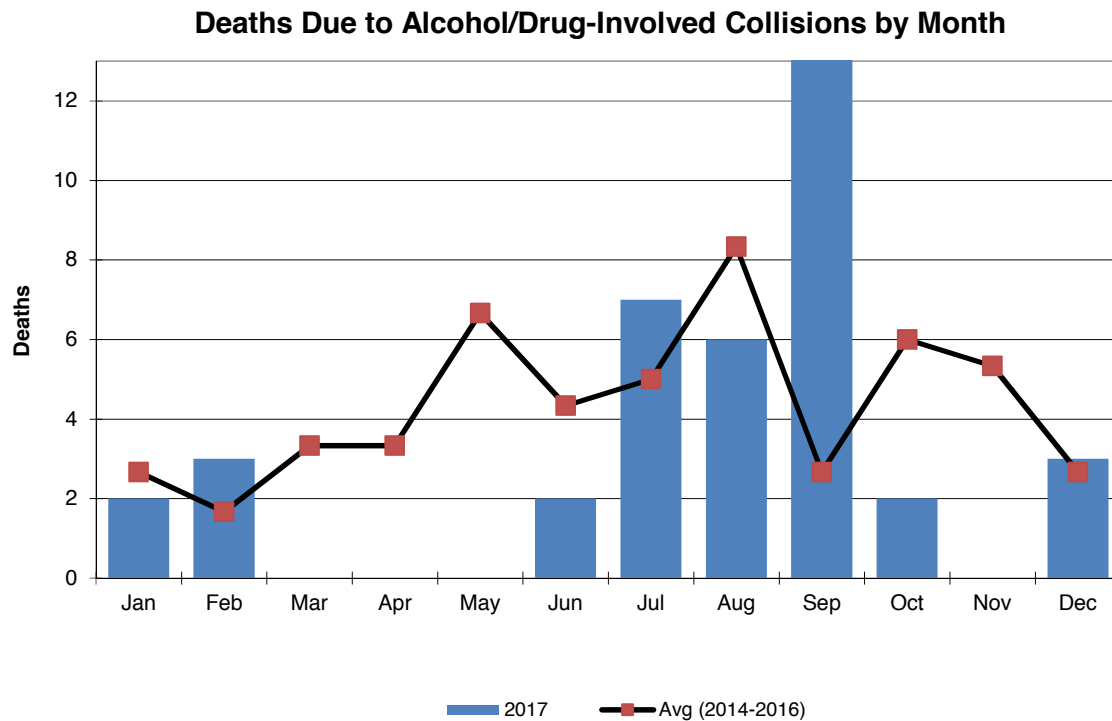


Deaths Due to Alcohol/Drug-Involved Collisions by Month and Year

Table 10.5

Month	2012	2013	2014	2015	2016	Average 2014-2016	2017	% Change
January	3	1	0	4	4	3	2	-25.0
February	6	3	0	2	3	2	3	80.0
March	9	2	2	3	5	3	0	-100.0
April	10	3	6	3	1	3	0	-100.0
May	7	2	7	3	10	7	0	-100.0
June	8	8	5	6	2	4	2	-53.8
July	8	4	2	8	5	5	7	40.0
August	9	7	14	7	4	8	6	-28.0
September	4	5	0	2	6	3	14	425.0
October	4	5	11	4	3	6	2	-66.7
November	0	0	6	5	5	5	0	-100.0
December	1	0	2	3	3	3	3	12.5
Totals	69	40	55	50	51	52	39	-25.0

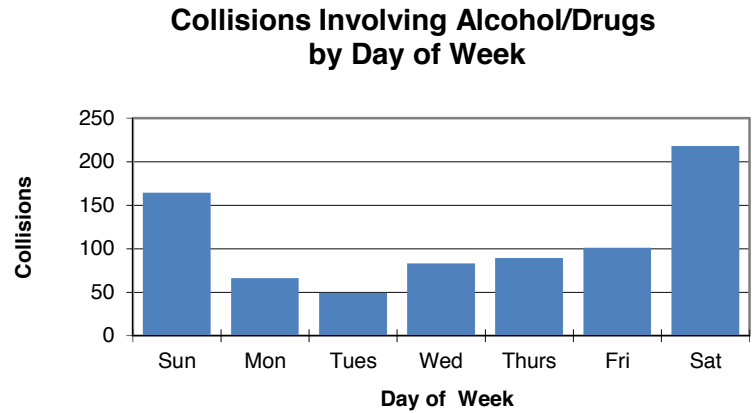
Figure 10.5



Collisions Involving Alcohol/Drugs by Day of Week

Figure 10.6

Day of the Week	Collisions
Sunday	164
Monday	66
Tuesday	49
Wednesday	83
Thursday	89
Friday	101
Saturday	218
TOTAL	770



Collisions Involving Alcohol/Drugs by Time of Day

Figure 10.7

Time of Day	Collisions
12 to 1 a.m.	46
1 to 2 a.m.	51
2 to 3 a.m.	77
3 to 4 a.m.	37
4 to 5 a.m.	32
5 to 6 a.m.	17
6 to 7 a.m.	12
7 to 8 a.m.	29
8 to 9 a.m.	13
9 to 10 a.m.	12
10 to 11 a.m.	14
11 a.m. to 12 p.m.	11
12 to 1 p.m.	17
1 to 2 p.m.	14
2 to 3 p.m.	21
3 to 4 p.m.	32
4 to 5 p.m.	24
5 to 6 p.m.	27
6 to 7 p.m.	41
7 to 8 p.m.	27
8 to 9 p.m.	40
9 to 10 p.m.	59
10 to 11 p.m.	53
11 p.m. to 12 a.m.	60
Not Stated	4
TOTAL	770

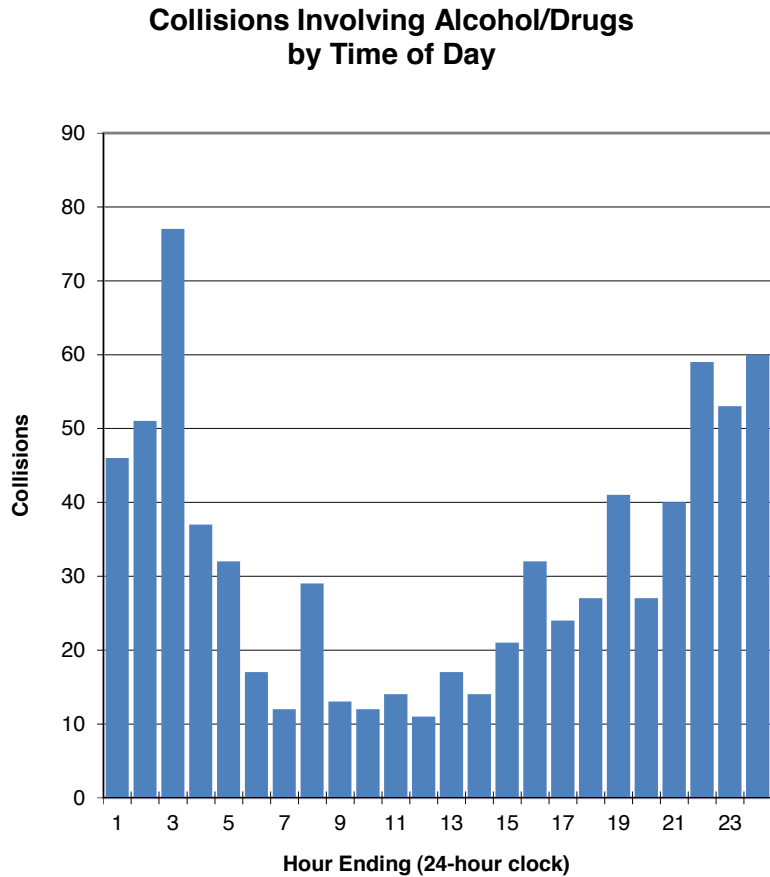


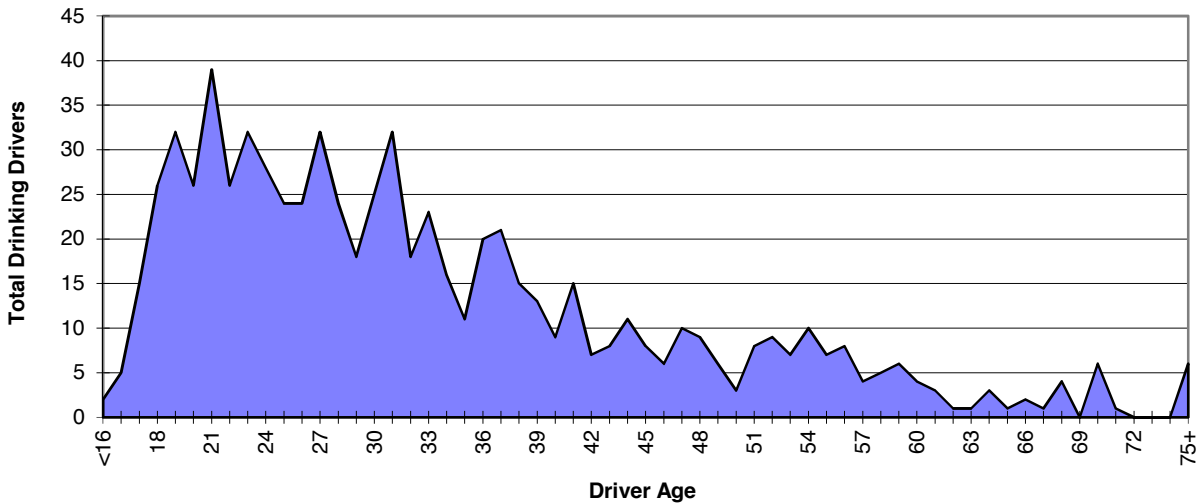
Table 10.6

Collisions Involving Pedestrians/Bicyclists That Had Been Drinking/Using Drugs

Year	Number of Collisions				Number of Victims		
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1997	2	14	5	21	14	5	19
1998	2	13	8	23	16	8	24
1999	3	27	5	35	28	5	33
2000	0	22	5	27	23	5	28
2001	1	19	6	26	20	6	26
2002	2	22	5	29	23	5	28
2003	3	31	6	40	36	6	42
2004	5	24	7	36	25	7	32
2005	1	24	8	33	24	8	32
2006	3	36	4	43	36	4	40
2007	3	30	2	35	31	2	33
2008	7	33	5	45	35	5	40
2009	3	29	3	35	29	3	32
2010	3	35	5	43	37	5	42
2011	2	23	8	33	23	8	31
2012	1	19	4	24	20	4	24
2013	2	14	5	21	15	5	20
2014	1	21	7	29	21	7	28
2015	1	14	6	21	16	6	22
2016	3	14	8	25	15	8	23
2017	2	8	6	16	8	6	14

**2017
Drinking/Drugged Drivers by Driver Age**

Figure 10.8



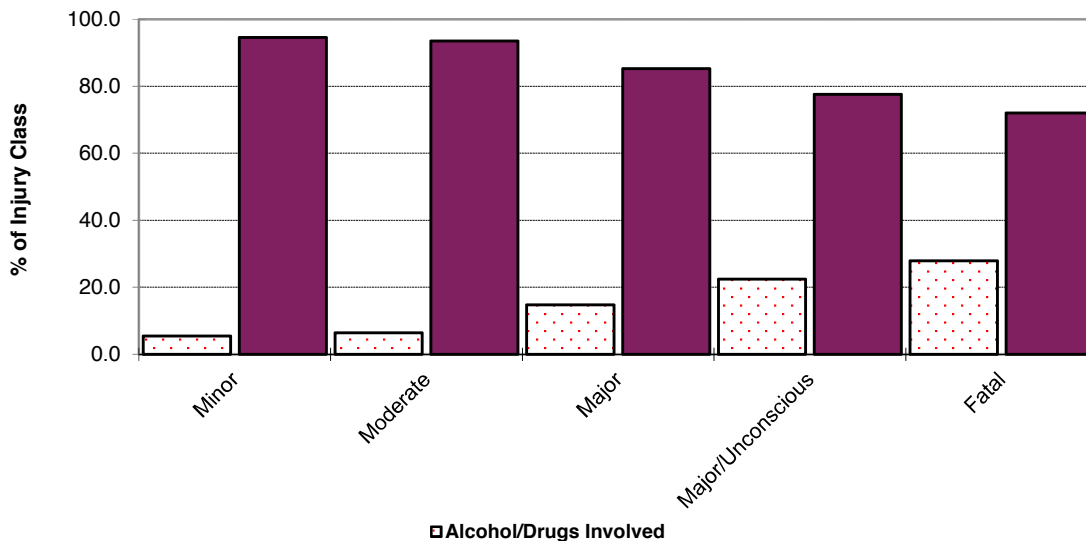
2017 Injury Classification of Vehicle Occupants by Alcohol/Drug Involvement

Table 10.7

Injury Classification	Occupants of a Drinking/Drugged Driver		All Vehicle Occupants	% with Alcohol/Drugs
	Yes	No		
Minor	100	1,743	1,843	5.4
Moderate	149	2,162	2,311	6.4
Major	35	202	237	14.8
Major/Unconscious	26	90	116	22.4
Fatal	31	80	111	27.9
Total	341	4,277	4,618	7.4

Injury Class by Alcohol/Drug Involvement

Figure 10.9



2017 Drinking/Drugged Drivers by Age, Gender and Severity of Collision

Table 10.8

Driver Gender					Collision Severity			
Not					PD*	Personal		
Age	Male	Female	Stated	Total	Only	Injury	Fatal	Total
<16	1	1	0	2	2	0	0	2
16	4	1	0	5	3	2	0	5
17	11	3	1	15	11	4	0	15
18	14	12	0	26	17	7	2	26
19	24	8	0	32	24	8	0	32
20	18	8	0	26	21	5	0	26
21	23	16	0	39	24	14	1	39
22	17	9	0	26	17	8	1	26
23	19	13	0	32	18	14	0	32
24	20	8	0	28	21	6	1	28
25	16	8	0	24	15	7	2	24
26	18	6	0	24	16	6	2	24
27	26	6	0	32	23	6	3	32
28	19	5	0	24	15	9	0	24
29	13	5	0	18	13	5	0	18
30	19	6	0	25	16	6	3	25
31	23	9	0	32	22	9	1	32
32	15	3	0	18	8	10	0	18
33	16	7	0	23	12	11	0	23
34	12	4	0	16	9	5	2	16
35	6	5	0	11	7	3	1	11
36	15	4	1	20	15	4	1	20
37	15	6	0	21	13	8	0	21
38	11	4	0	15	12	2	1	15
39	5	8	0	13	10	3	0	13
40	8	1	0	9	6	3	0	9
41	7	8	0	15	12	2	1	15
42	5	2	0	7	4	2	1	7
43	6	2	0	8	4	4	0	8
44	9	2	0	11	6	4	1	11
45	6	2	0	8	3	4	1	8
46	4	2	0	6	2	2	2	6
47	8	2	0	10	9	1	0	10
48	9	0	0	9	8	1	0	9
49	5	1	0	6	5	1	0	6
50	1	2	0	3	3	0	0	3
51	5	3	0	8	6	2	0	8
52	6	3	0	9	7	2	0	9
53	4	3	0	7	7	0	0	7
54	8	2	0	10	5	5	0	10
55	6	1	0	7	6	1	0	7
56	7	1	0	8	3	4	1	8
57	2	2	0	4	4	0	0	4
58	5	0	0	5	4	1	0	5
59	3	2	1	6	3	2	1	6
60	3	1	0	4	2	2	0	4
61	2	1	0	3	1	2	0	3
62	1	0	0	1	1	0	0	1
63	1	0	0	1	1	0	0	1
64	3	0	0	3	3	0	0	3
65	1	0	0	1	0	1	0	1
66	2	0	0	2	1	1	0	2
67	1	0	0	1	1	0	0	1
68	4	0	0	4	4	0	0	4
69	0	0	0	0	0	0	0	0
70	5	1	0	6	4	1	1	6
71	1	0	0	1	1	0	0	1
72	0	0	0	0	0	0	0	0
73	0	0	0	0	0	0	0	0
74	0	0	0	0	0	0	0	0
75	1	0	0	1	0	1	0	1
76	1	0	0	1	0	1	0	1
77	0	1	0	1	1	0	0	1
78	0	2	0	2	1	1	0	2
79	0	0	0	0	0	0	0	0
80	0	0	0	0	0	0	0	0
81	0	0	0	0	0	0	0	0
82	0	0	0	0	0	0	0	0
83	0	0	0	0	0	0	0	0
85+	0	1	0	1	1	0	0	1
NS**	5	0	29	34	27	6	1	34
Total	525	213	32	770	520	219	31	770

*PD Only - Property Damage Only Collision

** NS - Driver's Age Not Stated

Drinking/Drugged Drivers in Collisions by Age, Gender and Year

Table 10.9

Age	2015				2016				2017			
	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
<16	3	1	0	4	0	1	0	1	1	1	0	2
16	5	4	0	9	8	6	0	14	4	1	0	5
17	15	10	1	26	14	10	0	24	11	3	1	15
18	23	9	1	33	16	11	0	27	14	12	0	26
19	32	16	0	48	31	21	0	52	24	8	0	32
20	35	17	0	52	30	18	1	49	18	8	0	26
21	40	11	0	51	22	15	0	37	23	16	0	39
22	32	14	0	46	39	17	0	56	17	9	0	26
23	35	21	1	57	31	13	0	44	19	13	0	32
24	38	14	0	52	24	14	0	38	20	8	0	28
25 - 34	263	99	4	366	218	90	0	308	177	59	0	236
35 - 44	123	47	1	171	108	57	0	165	87	42	1	130
45 - 54	78	20	0	98	88	35	0	123	56	20	0	76
55 - 64	52	16	0	68	42	10	0	52	33	8	1	42
65 - 74	14	3	0	17	13	8	0	21	14	1	0	15
75 >	6	2	0	8	4	0	0	4	2	4	0	6
NS *	6	1	72	79	6	0	62	68	5	0	29	34
Total	800	305	80	1,185	694	326	63	1,083	525	213	32	770

Drinking/Drugged Drivers in Collisions by Age, Collision Severity and Year

Table 10.10

Age	2015				2016				2017			
	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	2	2	0	4	1	0	0	1	2	0	0	2
16	5	3	1	9	9	4	1	14	3	2	0	5
17	14	11	1	26	16	7	1	24	11	4	0	15
18	22	11	0	33	16	10	1	27	17	7	2	26
19	31	13	4	48	40	8	4	52	24	8	0	32
20	31	18	3	52	31	15	3	49	21	5	0	26
21	32	18	1	51	25	12	0	37	24	14	1	39
22	35	11	0	46	43	12	1	56	17	8	1	26
23	37	18	2	57	26	18	0	44	18	14	0	32
24	34	16	2	52	26	12	0	38	21	6	1	28
25 - 34	231	121	14	366	222	75	11	308	149	74	13	236
35 - 44	117	49	5	171	102	56	7	165	89	35	6	130
45 - 54	66	25	7	98	75	39	9	123	55	18	3	76
55 - 64	45	18	5	68	39	11	2	52	28	12	2	42
65 - 74	12	4	1	17	12	6	3	21	11	3	1	15
75 >	3	4	1	8	2	1	1	4	3	3	0	6
NS *	71	8	0	79	53	15	0	68	27	6	1	34
Total	788	350	47	1,185	738	301	44	1,083	520	219	31	770

* NS - Driver's Age Not Stated

Traffic Collision Statistics

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Traffic Collision Statistics

Table 11.1 is a detailed summary of all provincial highways in the province. The length of each section of highway, along with the average daily traffic on that section, is used to calculate travel (kilometers in millions) and a collision rate (collisions per million vehicle kilometers) for each section.

Tables 11.2 and 11.3 summarize collisions by community, and Table 11.8 shows a similar summary by rural municipality. Collision rates are calculated based on populations, as well as travel, where applicable.

2017 Quick Facts:

- The collision rate for all provincial highways is 0.83 collisions per million vehicle kilometers (Mvkm).
- The average number of collisions per 100 people for communities with a population:
 - of 5,000 or more is 2.21
 - of 250 to 4,999 is 0.46
 - under 250 is 0.29
- Regina and Saskatoon combined account for 44% of the province's population and 45% of the collisions.
- Regina recorded 5,092 collisions, 897 injuries and three deaths in 2017.
- Saskatoon recorded 7,862 collisions, 1,099 injuries and 10 deaths in 2017.
- The collision rate for all rural municipalities is 4.00 collisions per 100 people and 1.33 collisions per million vehicle kilometers.

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
1-00	Hwy 1 Section Not Known	0.0	0	0.00	15	0	0	15	0.00	0	0
1-01	Manitoba Border - Moosomin	20.1	4,659	34.24	9	2	0	11	0.32	2	0
1-02	Moosomin - Whitewood	46.9	4,915	84.12	13	6	1	20	0.24	8	1
1-03	Whitewood - Broadview	23.8	4,717	40.94	11	1	0	12	0.29	1	0
1-04	Broadview - Grenfell	24.8	5,142	46.50	13	4	0	17	0.37	7	0
1-05	Grenfell - Indian Head	57.3	5,776	120.80	28	3	0	31	0.26	5	0
1-06	Indian Head - Qu'Appelle	13.7	6,171	30.86	12	2	0	14	0.45	2	0
1-07	Qu'Appelle - Balgonie	30.2	7,902	87.20	31	7	0	38	0.44	10	0
1-08	Balgonie - Regina	19.5	11,958	85.23	52	14	0	66	0.77	17	0
1-10	Regina - Jct Hwy 39	56.5	12,046	248.44	69	17	2	88	0.35	27	2
1-11	Jct Hwy 39- Moose Jaw	5.0	14,425	26.09	16	3	0	19	0.73	3	0
1-12	Moose Jaw - N Jct Hwy 2	5.4	9,579	18.97	3	0	0	3	0.16	0	0
1-13	N Jct Hwy 2 - Mortlach	45.2	5,956	98.31	24	4	0	28	0.28	4	0
1-14	Mortlach - Chaplin	36.1	4,836	63.76	27	9	1	37	0.58	10	1
1-15	Chaplin - W Jct Hwy 19	25.6	4,683	43.69	16	1	0	17	0.39	2	0
1-16	W Jct Hwy 19 - Rush Lake	32.6	5,088	60.56	23	3	1	27	0.45	4	1
1-17	Rush Lake - Swift Current	30.5	5,940	66.09	34	6	0	40	0.61	13	0
1-18	Swift Current - Jct Hwy 32	9.4	8,460	28.89	14	3	0	17	0.59	6	0
1-19	Jct Hwy 32 - Gull Lake	46.2	6,060	102.22	39	3	0	42	0.41	6	0
1-20	Gull Lake - Sidewood	34.2	5,136	64.17	22	6	0	28	0.44	6	0
1-21	Sidewood - Maple Creek	38.9	5,043	71.54	35	2	0	37	0.52	2	0
1-22	Maple Creek - Alberta Border	39.6	5,153	74.53	25	1	0	26	0.35	1	0
	Subtotal - Hwy 1	641.5		1,497.14	531	97	5	633	0.42	136	5
2-00	Hwy 2 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
2-01	U.S. Border - Rockglen	49.2	141	2.53	5	1	0	6	2.37	1	0
2-02	Rockglen - Assiniboia	54.2	470	9.29	17	0	0	17	1.83	0	0
2-03	Assiniboia - Jct Hwy 43	27.7	1,341	13.55	2	1	0	3	0.22	1	0
2-04	Jct Hwy 43 - Jct Hwy 36	44.3	1,371	22.17	16	3	0	19	0.86	3	0
2-05	Jct Hwy 36 - Moose Jaw S	26.9	1,802	17.72	14	0	0	14	0.79	0	0
2-06	Moose Jaw S - Moose Jaw N	1.6	2,540	1.52	3	1	0	4	2.64	1	0
2-07	Moose Jaw N - Tuxford	17.9	3,590	23.41	13	0	0	13	0.56	0	0
2-08	Tuxford - Chamberlain	33.2	2,297	27.83	17	3	0	20	0.72	3	0
2-09	Findlater - Liberty	33.6	559	6.84	14	1	0	15	2.19	2	0
2-10	Liberty - Imperial	29.2	669	7.13	9	0	0	9	1.26	0	0
2-11	Imperial - Watrous	35.9	1,023	13.42	8	0	0	8	0.60	0	0
2-12	Watrous - Young	23.0	1,234	10.37	25	0	0	25	2.41	0	0
2-13	Young - Jct Hwy 16	21.9	1,255	10.04	9	1	0	10	1.00	1	0
2-14	Jct Hwy 16 - S Jct Hwy 5	19.9	516	3.75	9	1	0	10	2.66	1	0
2-15	S Jct Hwy 5 - Jct Hwy 27	21.6	980	7.73	7	0	0	7	0.91	0	0
2-16	Jct Hwy 27 - Wakaw	35.2	708	9.10	11	2	0	13	1.43	9	0
2-17	Wakaw - St. Louis	32.8	1,132	13.57	9	1	0	10	0.74	2	0
2-18	St. Louis - Prince Albert	24.5	1,521	13.58	27	2	0	29	2.14	2	0
2-19	Prince Albert S - Jct Hwy 55	3.6	9,360	12.37	15	1	0	16	1.29	1	0

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
2-20	Jct Hwy 55 - Christopher Lake	35.8	5,424	70.79	52	6	3	61	0.86	9	4
2-21	Christopher Lake - Jct Hwy 264	37.0	1,937	26.13	12	2	0	14	0.54	2	0
2-22	Jct Hwy 264 - Weyakwin Lake	45.7	1,040	17.37	6	4	0	10	0.58	8	0
2-23	Weyakwin Lake - Jct Hwy 165	85.6	806	25.17	11	1	0	12	0.48	6	0
2-24	Jct Hwy 165 - La Ronge	32.3	1,650	19.44	13	3	0	16	0.82	7	0
Subtotal - Hwy 2		772.6		384.80	331	34	3	368	0.96	59	4
3-00	Hwy 3 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
3-01	Manitoba Border - Erwood	35.4	124	1.60	2	0	0	2	1.25	0	0
3-02	Erwood - Hudson Bay	14.0	438	2.25	4	1	0	5	2.23	1	0
3-03	Hudson Bay - Prairie River	40.9	610	9.11	16	3	0	19	2.09	6	0
3-04	Prairie River - S Jct Hwy 23	53.3	707	13.75	12	1	0	13	0.95	3	0
3-05	S Jct Hwy 23 - Tisdale	21.4	1,855	14.52	6	0	0	6	0.41	0	0
3-06	Tisdale - Melfort	35.9	2,858	37.48	20	2	0	22	0.59	3	0
3-07	Melfort - Kinistino	27.5	1,950	19.57	13	2	0	15	0.77	3	0
3-08	Kinistino - Birch Hills	27.3	2,132	21.24	11	2	0	13	0.61	4	0
3-09	Birch Hills - Prince Albert	33.1	3,444	41.58	24	5	1	30	0.72	5	1
3-11	Prince Albert - Shellbrook	41.3	4,128	62.18	59	4	1	64	1.03	6	1
3-12	Shellbrook - Cameo	10.3	1,677	6.29	14	2	0	16	2.54	3	0
3-13	Cameo - Shell Lake	46.6	984	16.72	19	1	0	20	1.20	3	0
3-14	Shell Lake - Spiritwood	24.6	1,373	12.34	17	0	0	17	1.38	0	0
3-15	Spiritwood - Glaslyn	55.5	960	19.45	23	6	0	29	1.49	12	0
3-16	Glaslyn - Turtleford	45.2	804	13.27	15	3	0	18	1.36	3	0
3-17	Jct Hwy 26 - N Sask. River	30.0	1,485	16.28	23	3	1	27	1.66	6	1
3-18	N Sask. River - Alberta Border	26.4	1,697	16.37	12	0	0	12	0.73	0	0
Subtotal - Hwy 3		568.7		323.97	296	35	3	334	1.03	58	3
4-00	Hwy 4 Section Not Known	0.0	0	0.00	9	0	0	9	0.00	0	0
4-01	U.S. Border - Val Marie	31.3	113	1.29	2	0	0	2	1.55	0	0
4-02	Val Marie - Cadillac	54.7	227	4.53	6	0	0	6	1.33	0	0
4-03	Cadillac - Jct Hwy 43	26.3	853	8.18	8	2	0	10	1.22	2	0
4-04	Jct Hwy 43 - Swift Current	34.3	1,968	24.60	34	4	1	39	1.59	6	1
4-05	Swift Current - Sask. Landing	46.4	1,912	32.37	31	1	0	32	0.99	1	0
4-06	Sask. Landing - Sanctuary	41.7	1,407	21.40	13	1	0	14	0.65	1	0
4-07	Sanctuary - Elrose	23.5	1,285	11.02	10	1	0	11	1.00	1	0
4-08	Elrose - Rosetown	37.8	1,881	25.98	9	3	0	12	0.46	3	0
4-09	Rosetown - Jct Hwy 31	11.7	1,252	5.35	8	0	0	8	1.49	0	0
4-10	Jct Hwy 31 - Biggar	46.8	879	15.00	14	2	0	16	1.07	2	0
4-11	Biggar - Struan Grid	34.2	509	6.35	18	0	0	18	2.83	0	0
4-12	Struan Grid - Red Pheasant	21.0	528	4.05	9	1	0	10	2.47	1	0
4-13	Red Pheasant - Battleford	36.1	2,059	27.14	27	2	0	29	1.07	3	0
4-14	Battleford - Jct Hwy 26	20.7	6,252	47.18	16	6	0	22	0.47	7	0
4-15	Jct Hwy 26 - Cochin	17.3	3,100	19.55	7	1	0	8	0.41	1	0
4-16	Cochin - Glaslyn	28.6	1,978	20.66	18	0	0	18	0.87	0	0

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
4-17	Glaslyn - Meadow Lake	88.0	1,285	41.27	36	7	0	43	1.04	9	0
4-18	Meadow Lake - Jct Hwy 104	30.6	868	9.68	25	1	0	26	2.68	1	0
	Subtotal - Hwy 4	630.8		325.60	300	32	1	333	1.02	38	1
5-00	Hwy 5 Section Not Known	0.0	0	0.00	6	1	0	7	0.00	1	0
5-01	Togo - Kamsack	32.9	304	3.65	7	0	0	7	1.92	0	0
5-02	Kamsack - Canora	36.7	1,011	13.56	9	2	1	12	0.89	2	1
5-03	Canora - Invermay	54.7	717	14.31	10	0	0	10	0.70	0	0
5-04	Invermay - Wadena	46.5	787	13.36	21	0	1	22	1.65	0	1
5-05	Wadena - Watson	53.6	1,245	24.38	32	1	0	33	1.35	2	0
5-06	Watson - Humboldt	39.4	2,803	40.35	40	3	0	43	1.07	4	0
5-07	Humboldt - N Jct Hwy 2	41.6	2,774	42.16	40	3	1	44	1.04	6	1
5-08	S Jct Hwy 2 - Patience Lake	40.8	2,908	43.30	27	6	1	34	0.79	7	3
5-09	Patience Lake - Saskatoon	11.3	4,327	17.86	27	1	1	29	1.62	2	1
5-10	College Drive in Saskatoon	3.9	11,540	16.43	6	1	0	7	0.43	2	0
	Subtotal - Hwy 5	361.4		229.36	225	18	5	248	1.08	26	7
6-00	Hwy 6 Section Not Known	0.0	0	0.00	10	1	0	11	0.00	1	0
6-01	U.S. Border - Jct Hwy 18	16.4	318	1.90	4	1	0	5	2.63	1	0
6-02	Jct Hwy 18 - Jct Hwy 13	55.3	518	10.47	11	0	0	11	1.05	0	0
6-03	Jct Hwy 13 - S Jct Hwy 39	43.3	921	14.55	6	2	0	8	0.55	2	0
6-04	S Jct Hwy 39 - Regina South	38.1	4,047	56.23	19	3	0	22	0.39	5	0
6-05	Regina South - Regina North	2.5	11,082	9.91	3	0	0	3	0.30	0	0
6-06	Regina North - Piapot FN	26.4	4,319	41.53	23	5	1	29	0.70	10	1
6-07	Piapot FN - Southey	24.2	2,863	25.25	7	2	0	9	0.36	3	0
6-08	Southey - Raymore	54.1	1,707	33.71	36	5	0	41	1.22	5	0
6-09	Raymore - Dafoe	37.9	1,262	17.47	17	1	0	18	1.03	1	0
6-10	Dafoe - Watson	43.0	1,108	17.40	21	0	1	22	1.26	0	1
6-11	Watson - Naicam	32.8	1,451	17.38	15	2	0	17	0.98	3	0
6-12	Naicam - Silver Park	26.6	1,436	13.92	16	2	0	18	1.29	4	0
6-13	Silver Park - Melfort	23.0	1,438	12.05	13	1	0	14	1.16	2	0
6-14	Melfort - Gronlid	31.7	1,099	12.74	15	1	0	16	1.26	1	0
6-15	Gronlid - Choiceland	43.2	247	3.89	10	1	0	11	2.82	1	0
	Subtotal - Hwy 6	498.4		288.40	226	27	2	255	0.88	39	2
7-00	Hwy 7 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
7-01	Saskatoon - Jct Hwy 60	2.0	9,360	6.71	22	0	0	22	3.28	0	0
7-02	Jct Hwy 60 - Delisle	30.7	6,173	69.11	38	1	1	40	0.58	1	1
7-03	Delisle - Harris	37.7	3,233	44.49	45	5	0	50	1.12	6	0
7-04	Harris - Rosetown	36.1	3,443	45.33	22	4	0	26	0.57	10	0
7-05	Rosetown - Brock	52.4	2,863	54.73	25	7	0	32	0.58	14	0
7-06	Brock - Kindersley	31.1	3,563	40.40	16	9	1	26	0.64	10	1
7-07	Kindersley - Jct Hwy 307	21.2	2,810	21.73	20	0	0	20	0.92	0	0
7-08	Jct Hwy 307 - Alsask	40.0	2,212	32.32	16	1	0	17	0.53	1	0

2017 Traffic Collision Statistics by Highway Control Section

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Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
	Subtotal - Hwy 7	251.1		314.84	211	27	2	240	0.76	42	2
8-00	Hwy 8 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
8-01	U.S. Border - Carievale	19.9	308	2.23	3	0	0	3	1.34	0	0
8-02	Carievale - Redvers	45.6	623	10.38	13	0	0	13	1.25	0	0
8-03	Redvers - Fairlight	34.0	525	6.53	4	0	0	4	0.61	0	0
8-04	Fairlight - Moosomin	29.9	985	10.76	9	0	0	9	0.84	0	0
8-05	Moosomin - Qu'Appelle River	40.4	1,442	21.25	18	1	0	19	0.89	1	0
8-06	Qu'Appelle River - Langenburg	41.7	857	13.04	9	0	0	9	0.69	0	0
8-07	Langenburg - Wroxton	47.5	162	2.81	3	1	0	4	1.42	1	0
8-08	Wroxton - Kamsack	38.0	767	10.64	13	3	0	16	1.50	4	0
8-09	Kamsack - Pelly	31.8	1,256	14.59	9	3	0	12	0.82	5	0
8-10	Pelly - Norquay	41.5	160	2.42	5	1	0	6	2.48	1	0
	Subtotal - Hwy 8	370.3		94.64	92	9	0	101	1.07	12	0
9-00	Hwy 9 Section Not Known	0.0	0	0.00	11	1	0	12	0.00	1	0
9-01	U.S. Border - Jct Hwy 18	26.8	797	7.78	4	0	0	4	0.51	0	0
9-02	Jct Hwy 18 - Carlyle	46.9	1,899	32.50	17	1	0	18	0.55	2	0
9-03	Carlyle - Jct Hwy 48	43.4	1,636	25.89	18	1	2	21	0.81	2	2
9-04	Jct Hwy 48 - Whitewood	37.0	757	10.23	10	0	0	10	0.98	0	0
9-05	Whitewood - Qu'Appelle River	19.0	1,126	7.79	17	0	0	17	2.18	0	0
9-06	Qu'Appelle River - Jct Hwy 22	36.5	1,425	18.96	26	1	0	27	1.42	1	0
9-07	Jct Hwy 22 - Jct Hwy 15	21.3	1,356	10.54	9	0	0	9	0.85	0	0
9-08	Jct Hwy 15 - Yorkton	31.6	1,479	17.05	22	2	0	24	1.41	3	0
9-09	Yorkton - Canora	44.1	3,410	54.83	44	3	0	47	0.86	5	0
9-10	Canora - Jct Hwy 49	27.6	1,520	15.34	29	3	0	32	2.09	4	0
9-11	Jct Hwy 49 - Preeceville	20.0	1,408	10.26	5	1	0	6	0.58	1	0
9-12	Preeceville - Usherville	31.0	421	4.76	9	1	0	10	2.10	1	0
9-13	Usherville - Bertwell	42.5	156	2.42	5	0	0	5	2.07	0	0
9-14	Bertwell - Hudson Bay	38.6	474	6.67	12	1	0	13	1.95	1	0
9-15	Hudson Bay - Manitoba Border	122.8	109	4.89	5	1	0	6	1.23	1	0
	Subtotal - Hwy 9	588.8		229.91	243	16	2	261	1.14	22	2
10-00	Hwy 10 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
10-01	Manitoba Border - Wroxton	25.0	956	8.73	7	1	0	8	0.92	1	0
10-02	Wroxton - Yorkton	37.6	1,783	24.46	11	4	0	15	0.61	10	0
10-03	Yorkton - Melville	41.9	3,717	56.79	36	3	1	40	0.70	6	3
10-04	Melville - Jct Hwy 22	46.1	2,470	41.60	13	1	0	14	0.34	1	0
10-05	Jct Hwy 22 - Fort Qu'Appelle	25.3	3,625	33.52	19	0	1	20	0.60	2	1
10-06	Fort Qu'Appelle - Balgonie	46.5	4,856	82.42	57	9	0	66	0.80	12	0
	Subtotal - Hwy 10	222.4		247.50	143	18	2	163	0.66	32	4
11-00	Hwy 11 Section Not Known	0.0	0	0.00	14	0	0	14	0.00	0	0
11-01	Regina - Lumsden	25.9	14,096	133.00	54	8	0	62	0.47	9	0
11-02	Lumsden - Bethune	25.9	7,999	75.69	16	5	1	22	0.29	6	1

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Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
11-03	Bethune - E Jct Hwy 2	19.2	6,497	45.47	26	2	0	28	0.62	4	0
11-04	E Jct Hwy 2 - Aylesbury	24.6	6,157	55.34	41	6	0	47	0.85	7	0
11-05	Aylesbury - Davidson	45.3	6,626	109.50	43	5	0	48	0.44	7	0
11-06	Davidson - Kenaston	32.1	6,835	80.02	28	4	0	32	0.40	4	0
11-07	Kenaston - Dundurn	38.9	7,682	109.09	37	4	0	41	0.38	4	0
11-08	Dundurn - Saskatoon	31.8	9,866	114.62	93	10	0	103	0.90	12	0
11-10	Saskatoon - Warman	15.5	18,962	107.45	45	12	0	57	0.53	15	0
11-11	Warman - Rosthern	43.1	9,173	144.38	52	8	0	60	0.42	10	0
11-12	Rosthern - Duck Lake	18.3	6,126	40.90	22	1	0	23	0.56	2	0
11-13	Duck Lake - Prince Albert	48.7	5,611	99.75	77	7	1	85	0.85	9	1
Subtotal - Hwy 11		369.3		1115.23	548	72	2	622	0.56	89	2
12-00	Hwy 12 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
12-01	Jct Hwy 11 - Hepburn	36.4	7,446	98.85	51	7	0	58	0.59	12	0
12-02	Hepburn - Blaine Lake	38.2	2,300	32.06	33	5	0	38	1.19	6	0
12-03	Blaine Lake - Big Grass Lake	39.1	723	10.32	21	0	0	21	2.03	0	0
12-04	Big Grass Lake - Shell Lake	21.0	629	4.83	15	2	0	17	3.52	3	0
Subtotal - Hwy 12		134.7		146.05	121	14	0	135	0.92	21	0
13-00	Hwy 13 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
13-01	Manitoba Border - Redvers	19.7	1,103	7.95	8	3	0	11	1.38	3	0
13-02	Redvers - Carlyle	42.3	1,622	25.06	19	0	0	19	0.76	0	0
13-03	Carlyle - Stoughton	54.4	2,190	43.51	32	1	1	34	0.78	2	1
13-04	Stoughton - Griffin	31.0	1,418	16.03	8	1	0	9	0.56	1	0
13-05	Griffin - Weyburn	26.3	1,961	18.79	18	0	0	18	0.96	0	0
13-06	Weyburn - Jct Hwy 28	31.0	1,394	15.78	9	1	0	10	0.63	2	0
13-07	Jct Hwy 28 - Jct Hwy 6	22.8	771	6.43	4	0	0	4	0.62	0	0
13-08	Jct Hwy 6 - Jct Hwy 34	39.8	751	10.90	6	1	0	7	0.64	2	0
13-09	Jct Hwy 34 - Jct Hwy 36	30.5	455	5.06	0	0	0	0	0.00	0	0
13-10	Jct Hwy 36 - Assiniboia	36.4	769	10.23	4	0	1	5	0.49	0	1
13-11	Assiniboia - Lafleche	42.5	1,012	15.70	11	0	0	11	0.70	0	0
13-12	Lafleche - Kincaid	32.3	649	7.65	10	1	0	11	1.44	1	0
13-13	Kincaid - Cadillac	54.6	568	11.32	16	1	0	17	1.50	1	0
13-14	Cadillac - Jct Hwy 37	49.2	280	5.03	7	0	0	7	1.39	0	0
13-15	Shaunavon - Eastend	34.4	777	9.75	13	0	0	13	1.33	0	0
13-16	Eastend - E Jct Hwy 21	52.5	202	3.86	4	1	0	5	1.29	1	0
13-17	E Jct Hwy 21 - Govanlock	44.1	166	2.67	2	0	0	2	0.75	0	0
13-18	Govanlock - Alberta Border	14.5	40	0.21	0	0	0	0	0.00	0	0
Subtotal - Hwy 13		658.4		215.93	174	10	2	186	0.86	13	2
14-00	Hwy 14 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
14-12	Saskatoon - Asquith	28.3	3,717	38.42	34	6	0	40	1.04	6	0
14-13	Asquith - Perdue	22.6	2,293	18.95	19	0	0	19	1.00	0	0
14-14	Perdue - Biggar	31.7	2,112	24.43	22	0	0	22	0.90	0	0

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14-15	Biggar - Landis	35.6	1,085	14.08	13	0	0	13	0.92	0	0
14-16	Landis - Wilkie	31.5	1,120	12.87	10	0	0	10	0.78	0	0
14-17	Wilkie - Unity	30.3	1,771	19.56	10	2	0	12	0.61	2	0
14-18	Unity - Salvador Grid	29.2	1,290	13.74	7	2	0	9	0.65	9	0
14-19	Salvador Grid - Alberta Border	33.8	1,175	14.50	5	0	0	5	0.34	0	0
	Subtotal - Hwy 14	243.0		156.57	123	10	0	133	0.85	17	0
15-00	Hwy 15 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
15-02	Bredenbury - Jct Hwy 9	32.9	287	3.45	4	0	0	4	1.16	0	0
15-03	Jct Hwy 9 - Melville	22.4	757	6.20	10	0	0	10	1.61	0	0
15-04	Melville - Jct Hwy 52	58.6	555	11.87	28	1	0	29	2.44	1	0
15-05	Jct Hwy 52 - Leross	26.5	525	5.08	7	1	0	8	1.58	1	0
15-06	Leross - Raymore	51.8	554	10.48	12	1	1	14	1.34	2	1
15-07	Raymore - S Jct Hwy 20	32.7	325	3.88	9	0	0	9	2.32	0	0
15-08	Nokomis - Jct Hwy 2	31.0	393	4.45	9	0	0	9	2.02	0	0
15-09	Jct Hwy 2 - Kenaston	56.6	222	4.59	3	0	0	3	0.65	0	0
15-10	Kenaston - Jct Hwy 19	22.7	878	7.28	5	0	0	5	0.69	0	0
15-11	Jct Hwy 19 - Outlook	34.6	1,498	18.90	18	1	0	19	1.01	1	0
15-12	Outlook - Milden	27.9	1,209	12.29	18	0	0	18	1.46	0	0
15-13	Milden - Rosetown	36.3	1,075	14.22	7	2	0	9	0.63	2	0
	Subtotal - Hwy 15	433.9		102.68	133	6	1	140	1.36	7	1
16-00	Hwy 16 Section Not Known	0.0	0	0.00	12	1	0	13	0.00	2	0
16-11	Manitoba Border - Churchbridge	30.5	2,020	22.51	8	1	0	9	0.40	1	0
16-12	Churchbridge - Yorkton	52.8	2,587	49.82	33	3	1	37	0.74	6	2
16-13	Yorkton - Springside	22.1	3,115	25.16	18	5	0	23	0.91	6	0
16-14	Springside - Insinger	31.1	2,042	23.21	10	1	0	11	0.47	1	0
16-15	Insinger - Tuffnell	22.5	1,755	14.40	9	1	0	10	0.69	1	0
16-16	Tuffnell - Elfros	38.0	2,080	28.84	20	1	0	21	0.73	1	0
16-17	Elfros - Dafoe	49.0	2,266	40.49	31	3	0	34	0.84	4	0
16-18	Dafoe - Guernsey	42.0	2,289	35.09	28	5	0	33	0.94	5	0
16-19	Guernsey - Jct Hwy 2	44.7	2,375	38.78	29	1	0	30	0.77	2	0
16-20	Jct Hwy 2 - Saskatoon	54.5	4,858	96.59	62	6	0	68	0.70	12	0
16-23	Jct Hwy 11 - North Sask. River	41.2	9,419	141.58	44	14	2	60	0.42	17	3
16-24	North Sask. River - Radisson	19.2	7,542	52.94	31	3	0	34	0.64	3	0
16-25	Radisson - Denholm	48.4	7,219	127.63	36	4	0	40	0.31	4	0
16-26	Denholm - North Battleford	23.4	6,899	58.94	28	5	0	33	0.56	7	0
16-27	North Battleford - Bresaylor	41.5	5,055	76.60	21	8	0	29	0.38	11	0
16-28	Bresaylor - Maidstone	40.0	4,880	71.16	22	7	0	29	0.41	14	0
16-29	Maidstone - Marshall	36.3	6,339	84.09	19	8	2	29	0.34	10	2
16-30	Marshall - Lloydminster	15.8	8,937	51.54	25	2	1	28	0.54	4	3
	Subtotal - Hwy 16	653.1		1039.36	486	79	6	571	0.55	111	10
17-00	Hwy 17 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
17-03	Macklin - Alberta Border	57.1	732	15.26	6	0	0	6	0.39	0	0
17-04	Jct Hwy 14 (Alta) - Lone Rock	23.5	1,494	12.80	1	1	0	2	0.16	3	0
17-05	Alberta Border - Lloydminster	21.8	2,481	19.76	11	2	0	13	0.66	2	0
17-06	Lloydminster - Jct Hwy 3	23.1	4,625	38.96	24	2	0	26	0.67	2	0
17-07	Jct Hwy 3 - N Sask. River	10.7	1,871	7.30	4	1	0	5	0.69	4	0
17-08	N Sask. River - Onion Lake	13.0	2,261	10.70	8	0	1	9	0.84	4	1
Subtotal - Hwy 17		149.1		104.78	56	6	1	63	0.60	15	1
18-00	Hwy 18 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
18-01	Manitoba Border - Carievale	19.6	971	6.95	8	0	0	8	1.15	0	0
18-02	Carievale - Jct Hwy 9	48.1	1,604	28.13	22	3	0	25	0.89	3	0
18-03	Jct Hwy 9 - Bienfait	44.6	2,380	38.74	16	2	0	18	0.46	2	0
18-04	Estevan - Torquay	36.8	812	10.91	15	3	0	18	1.65	6	0
18-05	Torquay - Oungre	22.8	359	2.98	3	0	0	3	1.01	0	0
18-06	Oungre - Lake Alma	29.2	203	2.17	1	0	0	1	0.46	0	0
18-07	Lake Alma - N Jct Hwy 6	27.9	107	1.09	1	0	0	1	0.92	0	0
18-08	S Jct Hwy 6 - Big Beaver	48.4	64	1.13	4	0	0	4	3.55	0	0
18-09	Big Beaver - E Jct Hwy 36	19.5	342	2.43	3	0	0	3	1.23	0	0
18-10	W Jct Hwy 36 - Rockglen	23.5	227	1.95	6	0	0	6	3.08	0	0
18-11	Rockglen - Wood Mountain	32.0	104	1.22	4	1	0	5	4.10	1	0
18-12	Wood Mountain - Jct Hwy 19	52.2	196	3.73	7	0	0	7	1.88	0	0
18-13	Jct Hwy 19 - Ponteix Grid	37.1	193	2.61	5	0	0	5	1.92	0	0
18-14	Ponteix Grid - Val Marie	35.6	97	1.26	0	0	0	0	0.00	0	0
18-15	S Jct Hwy 4 - Climax	42.3	163	2.51	1	0	0	1	0.40	0	0
18-16	Climax - Divide	65.7	180	4.31	3	1	0	4	0.93	1	0
18-17	Divide - Robsart	31.0	32	0.36	0	0	0	0	0.00	0	0
Subtotal - Hwy 18		616.2		112.46	100	10	0	110	0.98	13	0
19-00	Hwy 19 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
19-01	Jct Hwy 18 - Kincaid	26.2	279	2.67	1	0	0	1	0.38	0	0
19-02	Kincaid - S Jct Hwy 43	24.8	190	1.72	0	0	0	0	0.00	0	0
19-03	S Jct Hwy 43 - Jct Hwy 1	60.1	254	5.57	4	0	0	4	0.72	0	0
19-04	Chaplin - Central Butte	43.4	419	6.64	9	0	0	9	1.36	0	0
19-05	E Jct Hwy 42 - Elbow	40.6	275	4.08	6	2	0	8	1.96	2	0
19-06	Elbow - Jct Hwy 15	42.1	571	8.78	12	1	0	13	1.48	1	0
Subtotal - Hwy 19		237.1		29.45	33	3	0	36	1.22	3	0
20-00	Hwy 20 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
20-01	Lumsden - Jct Hwy 22	36.5	2,105	28.07	40	7	0	47	1.67	8	0
20-02	Jct Hwy 22 - Jct Hwy 15	55.3	915	18.46	27	0	0	27	1.46	0	0
20-03	Jct Hwy 15 - W Jct Hwy 16	47.5	473	8.20	7	1	0	8	0.98	1	0
20-04	W Jct Hwy 16 - Humboldt	36.5	1,139	15.18	16	1	0	17	1.12	1	0
20-05	Humboldt - Pilger	32.8	572	6.85	7	1	0	8	1.17	1	0
20-06	Pilger - Crystal Springs	44.9	157	2.57	1	1	0	2	0.78	1	0

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
20-07	Crystal Springs - Jct Hwy 3	22.6	265	2.19	6	0	0	6	2.74	0	0
	Subtotal - Hwy 20	276.1		81.52	107	11	0	118	1.45	12	0
21-00	Hwy 21 Section Not Known	0.0	0	0.00	10	0	0	10	0.00	0	0
21-01	U.S. Border - Govenlock	29.3	25	0.26	2	0	0	2	7.62	0	0
21-03	Jct Hwy 13 - Cypress Hills	34.4	293	3.68	9	0	0	9	2.44	0	0
21-04	Cypress Hills - Maple Creek	27.5	645	6.47	14	0	0	14	2.16	0	0
21-05	Maple Creek - Jct Hwy 1	8.3	1,818	5.49	6	0	0	6	1.09	0	0
21-06	Jct Hwy 1 - Fox Valley	52.8	583	11.23	4	0	0	4	0.36	0	0
21-07	Fox Valley - Leader	50.0	395	7.21	8	0	0	8	1.11	0	0
21-08	Leader - Eatonia	41.1	521	7.82	9	0	0	9	1.15	0	0
21-09	Glidden - Kindersley	26.2	1,192	11.39	7	3	0	10	0.88	3	0
21-10	Kindersley - Jct Hwy 31	36.0	2,450	32.20	6	3	0	9	0.28	3	0
21-11	Jct Hwy 31 - Kerrobert	13.6	1,660	8.25	4	0	0	4	0.48	0	0
21-12	Kerrobert - Unity	59.3	764	16.52	10	0	0	10	0.61	0	0
21-13	Unity - E Jct Hwy 40	35.7	732	9.54	7	0	0	7	0.73	0	0
21-14	W Jct Hwy 40 - Maidstone	30.7	569	6.38	4	1	0	5	0.78	1	0
21-15	Maidstone - E Jct Hwy 3	52.4	1,112	21.28	19	0	0	19	0.89	0	0
21-16	Paradise Hill - Peck Lake	36.6	208	2.78	12	0	0	12	4.32	0	0
21-17	Peck Lake - Ministikwan Lake	21.0	105	0.81	3	0	0	3	3.72	0	0
21-18	Ministikwan Lake - Pierceland	43.5	352	5.59	5	0	0	5	0.89	0	0
21-19	Pierceland - Northern Pine	22.9	160	1.33	1	1	0	2	1.50	2	0
	Subtotal - Hwy 21	621.3		158.24	140	8	0	148	0.94	9	0
22-00	Hwy 22 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
22-01	Man. Border - S Jct Hwy 8	13.2	110	0.53	1	1	0	2	3.78	4	0
22-02	S Jct Hwy 8 - Stockholm	40.9	1,783	26.58	34	1	1	36	1.35	3	1
22-03	N Jct Hwy 9 - Jct Hwy 47	24.6	247	2.21	6	0	0	6	2.71	0	0
22-04	Killaly - Jct Hwy 10	51.8	387	7.32	6	0	0	6	0.82	0	0
22-05	Lipton - Southey	50.9	822	15.26	11	2	0	13	0.85	2	0
22-06	Southey - Jct Hwy 20	26.7	455	4.42	10	0	0	10	2.26	0	0
	Subtotal - Hwy 22	207.9		56.32	70	4	1	75	1.33	9	1
23-00	Hwy 23 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
23-01	Jct Hwy 9 - Somme	31.3	154	1.76	6	0	0	6	3.42	0	0
23-02	Somme - Chelan	30.2	667	7.36	11	3	0	14	1.90	4	0
23-03	Chelan - Crooked River	37.8	610	8.42	11	2	0	13	1.54	5	0
23-04	N Jct Hwy 3 - Jct Hwy 55	63.2	756	17.43	17	5	0	22	1.26	8	0
	Subtotal - Hwy 23	162.5		34.97	45	10	0	55	1.57	17	0
24-00	Hwy 24 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
24-01	Spiritwood - Leoville	32.2	907	10.67	15	1	0	16	1.50	1	0
24-02	Leoville - Chitek Lake	25.3	579	5.34	3	0	0	3	0.56	0	0
	Subtotal - Hwy 24	57.5		16.02	20	1	0	21	1.31	1	0

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
25-00	Hwy 25 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
25-01	Birch Hills - St. Louis	27.1	248	2.45	3	1	0	4	1.63	1	0
	Subtotal - Hwy 25	27.1		2.45	3	1	0	4	1.63	1	0
26-00	Hwy 26 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
26-01	Jct Hwy 4 - Meota	15.4	1,399	7.88	4	0	0	4	0.51	0	0
26-02	Meota - Turtleford	54.2	1,200	23.76	12	2	0	14	0.59	2	0
26-03	Turtleford - N Jct Hwy 3	29.2	732	7.81	11	0	0	11	1.41	0	0
26-04	N Jct Hwy 3 - Loon Lake	47.7	901	15.68	28	3	0	31	1.98	7	0
26-05	Loon Lake - Goodsoil	52.1	464	8.82	9	3	0	12	1.36	3	0
	Subtotal - Hwy 26	198.6		63.94	65	8	0	73	1.14	12	0
27-00	Hwy 27 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
27-01	Jct Hwy 2 - Aberdeen	34.0	469	5.81	4	0	0	4	0.69	0	0
	Subtotal - Hwy 27	34.0		5.81	4	0	0	4	0.69	0	0
28-00	Hwy 28 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
28-01	Lake Alma - Radville	39.7	186	2.70	7	0	0	7	2.59	0	0
28-02	Radville - Jct Hwy 13	20.0	594	4.35	10	0	0	10	2.30	0	0
	Subtotal - Hwy 28	59.8		7.05	19	0	0	19	2.70	0	0
29-00	Hwy 29 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
29-01	Wilkie - Cloan Grid	23.1	1,043	8.81	4	1	0	5	0.57	1	0
29-02	Cloan Grid - Battleford	25.9	1,101	10.42	8	1	0	9	0.86	1	0
	Subtotal - Hwy 29	49.1		19.23	12	2	0	14	0.73	2	0
30-00	Hwy 30 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
30-01	S Sask. River - Eston	21.4	171	1.34	2	0	0	2	1.50	0	0
30-02	Eston - Jct Hwy 7	37.1	203	2.75	4	0	0	4	1.45	0	0
	Subtotal - Hwy 30	58.4		4.09	6	0	0	6	1.47	0	0
31-00	Hwy 31 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
31-01	Jct Hwy 4 - Plenty	58.2	209	4.45	3	1	0	4	0.90	1	0
31-02	Plenty - S Jct Hwy 21	35.8	548	7.15	1	0	0	1	0.14	0	0
31-03	Kerrobert - Salvador	37.7	773	10.65	8	1	0	9	0.84	1	0
31-04	Salvador - Macklin	37.9	981	13.57	12	3	0	15	1.11	3	0
	Subtotal - Hwy 31	169.6		35.82	24	5	0	29	0.81	5	0
32-00	Hwy 32 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
32-01	Jct Hwy 1 - Success	22.6	1,548	12.76	8	1	0	9	0.71	1	0
32-02	Success - Cabri	33.5	831	10.16	12	2	0	14	1.38	3	0
32-03	Cabri - Lancer	39.0	517	7.36	5	0	0	5	0.68	0	0
32-04	Lancer - Leader	47.7	431	7.51	4	1	0	5	0.67	1	0
	Subtotal - Hwy 32	142.8		37.79	30	4	0	34	0.90	5	0
33-00	Hwy 33 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0

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Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
33-01	Stoughton - Fillmore	38.2	1,499	20.88	17	0	0	17	0.81	0	0
33-02	Fillmore - Francis	39.1	1,409	20.10	13	1	0	14	0.70	1	0
33-03	Francis - Kronau	38.3	2,494	34.83	15	4	0	19	0.55	9	0
33-04	Kronau - Regina	19.2	3,665	25.71	11	0	0	11	0.43	0	0
	Subtotal - Hwy 33	134.7		101.51	56	5	0	61	0.60	10	0
34-00	Hwy 34 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
34-01	U.S. Border - Bengough	46.4	163	2.76	4	1	0	5	1.81	1	0
34-02	Bengough - Jct Hwy 13	16.3	416	2.48	0	0	0	0	0.00	0	0
	Subtotal - Hwy 34	62.7		5.24	4	1	0	5	0.95	1	0
35-00	Hwy 35 Section Not Known	0.0	0	0.00	1	1	0	2	0.00	1	0
35-01	U.S. Border - Oungre	16.2	369	2.18	2	0	0	2	0.92	0	0
35-02	Oungre - Colgate	28.7	673	7.05	4	0	0	4	0.57	0	0
35-03	Colgate - Weyburn	27.5	1,424	14.27	11	3	0	14	0.98	4	0
35-04	Weyburn - Francis	46.1	1,171	19.73	19	1	0	20	1.01	2	0
35-05	Jct Hwy 33 - Jct Hwy 48	23.1	192	1.62	7	2	0	9	5.55	2	0
35-06	Jct Hwy 48 - Qu'Appelle	24.7	219	1.97	1	2	0	3	1.52	2	0
35-07	Qu'Appelle - Jct Hwy 10	19.8	387	2.80	5	0	0	5	1.79	0	0
35-08	Fort Qu'Appelle - Lipton	15.2	1,537	8.51	8	1	0	9	1.06	1	0
35-09	Lipton - Leross	43.1	740	11.63	10	0	0	10	0.86	0	0
35-10	Leross - Elfros	50.4	416	7.65	12	0	0	12	1.57	0	0
35-11	Elfros - Wadena	23.7	975	8.42	5	3	0	8	0.95	3	0
35-12	Wadena - Jct Hwy 49	21.7	963	7.62	7	1	0	8	1.05	1	0
35-13	Jct Hwy 49 - Jct Hwy 349	46.3	752	12.71	8	4	0	12	0.94	4	0
35-14	Jct Hwy 349 - Tisdale	44.7	1,109	18.10	20	1	0	21	1.16	1	0
35-15	Tisdale - Jct Hwy 335	27.0	1,323	13.01	12	2	0	14	1.08	2	0
35-16	Jct Hwy 335 - Jct Hwy 55	28.2	1,746	17.95	16	3	0	19	1.06	9	0
35-17	Jct Hwy 55 - Torch River	36.2	116	1.54	1	0	0	1	0.65	0	0
	Subtotal - Hwy 35	522.4		156.76	149	24	0	173	1.10	32	0
36-00	Hwy 36 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
36-01	U.S. Border - W Jct Hwy 18	30.5	319	3.55	7	0	0	7	1.97	0	0
36-02	W Jct Hwy 18 - W Jct Hwy 13	39.4	380	5.47	6	0	0	6	1.10	0	0
36-03	E Jct Hwy 13 - Jct Hwy 2	64.7	184	4.33	6	0	0	6	1.38	0	0
	Subtotal - Hwy 36	134.5		13.35	20	0	0	20	1.50	0	0
37-00	Hwy 37 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
37-01	U.S. Border - Climax	23.1	165	1.39	1	0	0	1	0.72	0	0
37-02	Climax - Shaunavon	51.5	630	11.83	15	1	0	16	1.35	2	0
37-03	Shaunavon - Gull Lake	52.7	1,570	30.20	16	7	0	23	0.76	7	0
37-04	Gull Lake - W Jct Hwy 332	33.0	284	3.42	9	0	0	9	2.63	0	0
37-05	E Jct Hwy 332 - Cabri	24.5	142	1.27	0	0	0	0	0.00	0	0
	Subtotal - Hwy 37	184.7		48.10	42	8	0	50	1.04	9	0

2017 Traffic Collision Statistics by Highway Control Section

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Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
38-00	Hwy 38 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
38-01	Kelvington - Perigord	22.3	516	4.19	7	0	0	7	1.67	0	0
38-02	Perigord - Chelan	34.4	295	3.70	8	0	0	8	2.16	0	0
38-05	Kuroki - Kelvington	31.4	238	2.73	1	0	0	1	0.37	0	0
Subtotal - Hwy 38		88.0		10.62	16	0	0	16	1.51	0	0
39-00	Hwy 39 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
39-01	U.S. Border - Bienfait	27.4	1,278	12.77	17	2	0	19	1.49	4	0
39-02	Bienfait - Estevan	9.1	5,559	18.36	8	0	1	9	0.49	1	1
39-03	Estevan - Midale	40.9	2,979	44.46	21	0	0	21	0.47	0	0
39-04	Midale - Weyburn	44.2	3,124	50.39	19	5	0	24	0.48	6	0
39-05	Weyburn - Yellow Grass	26.7	3,791	36.99	15	2	0	17	0.46	3	0
39-06	Yellow Grass - Corinne	44.6	3,209	52.24	12	0	0	12	0.23	0	0
39-07	Corinne - Pitman	32.5	1,465	17.36	13	0	0	13	0.75	0	0
39-08	Pitman - Jct Hwy 1	36.0	1,548	20.31	8	1	1	10	0.49	4	1
Subtotal - Hwy 39		261.3		252.89	114	10	2	126	0.50	18	2
40-00	Hwy 40 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
40-01	Jct Hwy 3 - Blaine Lake	55.9	1,323	26.98	22	7	0	29	1.07	11	0
40-02	Blaine Lake - Hafford	36.1	637	8.39	12	2	0	14	1.67	2	0
40-03	Hafford - North Battleford	64.0	997	23.27	16	1	0	17	0.73	1	0
40-04	Battleford - E Jct Hwy 21	54.8	1,476	29.51	25	2	0	27	0.91	2	0
40-05	E Jct Hwy 21 - Neilburg	35.5	860	11.14	11	0	0	11	0.99	0	0
40-06	Neilburg - Alberta Border	25.4	1,125	10.43	10	1	0	11	1.06	1	0
Subtotal - Hwy 40		271.6		109.72	100	13	0	113	1.03	17	0
41-00	Hwy 41 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
41-01	Melfort - Jct Hwy 20	55.0	1,654	33.23	39	6	0	45	1.35	10	0
41-02	Jct Hwy 20 - Wakaw	29.8	1,732	18.84	23	1	0	24	1.27	1	0
41-03	Wakaw - Aberdeen	51.1	2,331	43.48	35	3	0	38	0.87	3	0
41-04	Aberdeen - Jct Hwy 41	23.9	3,895	34.02	22	4	1	27	0.79	4	1
Subtotal - Hwy 41		159.9		129.57	119	14	1	134	1.03	18	1
42-00	Hwy 42 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
42-01	Tuxford - Keeler	24.9	505	4.60	3	0	0	3	0.65	0	0
42-02	Keeler - E Jct Hwy 19	42.3	364	5.62	3	0	0	3	0.53	0	0
42-03	E Jct Hwy 19 - Diefenbaker Lake	38.7	292	4.12	2	0	0	2	0.49	0	0
42-04	Diefenbaker Lake - Jct Hwy 342	37.6	179	2.45	1	0	0	1	0.41	0	0
42-05	Jct Hwy 342 - Milden	59.9	194	4.23	0	0	0	0	0.00	0	0
Subtotal - Hwy 42		203.4		21.03	9	0	0	9	0.43	0	0
43-00	Hwy 43 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
43-01	Jct Hwy 2 - Gravelbourg	37.5	713	9.75	6	0	0	6	0.62	0	0
43-02	Gravelbourg - S Jct Hwy 19	28.2	319	3.29	6	0	0	6	1.83	0	0
43-03	S Jct Hwy 19 - Jct Hwy 4	58.9	271	5.82	10	0	0	10	1.72	0	0

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
	Subtotal - Hwy 43	124.6		18.85	22	0	0	22	1.17	0	0
44-00	Hwy 44 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
44-02	Davidson - Loreburn	43.9	215	3.44	4	1	0	5	1.45	3	0
44-03	N Jct Hwy 19 - Jct Hwy 45	32.2	198	2.32	4	0	0	4	1.72	0	0
44-04	Jct Hwy 45 - Dinsmore	28.3	78	0.80	0	0	0	0	0.00	0	0
44-05	Jct Hwy 42 - S Jct Hwy 4	40.4	124	1.83	3	0	0	3	1.64	0	0
44-06	S Jct Hwy 4 - Eston	54.0	442	8.73	11	0	0	11	1.26	0	0
44-07	Eston - Glidden	33.2	477	5.78	3	3	0	6	1.04	3	0
44-08	Glidden - Mantario	45.1	457	7.52	2	1	0	3	0.40	1	0
44-09	Mantario - Alsask	33.7	170	2.09	2	0	0	2	0.96	0	0
	Subtotal - Hwy 44	310.7		32.52	29	5	0	34	1.05	7	0
45-00	Hwy 45 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
45-01	Lucky Lake - Birsay	18.4	297	2.00	1	0	0	1	0.50	0	0
45-02	Birsay - Jct Hwy 44	18.9	439	3.02	2	0	0	2	0.66	0	0
45-03	Jct Hwy 44 - E Jct Hwy 15	27.2	543	5.39	5	1	0	6	1.11	1	0
45-04	W Jct Hwy 15 - Delisle	49.4	567	10.23	7	0	0	7	0.68	0	0
	Subtotal - Hwy 45	114.0		20.65	15	1	0	16	0.77	1	0
46-00	Hwy 46 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
46-01	Balgonie - Regina	19.1	7,644	53.42	39	4	0	43	0.80	7	0
	Subtotal - Hwy 46	19.1		53.42	39	4	0	43	0.80	7	0
47-00	Hwy 47 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
47-01	U.S. Border - Estevan	13.6	698	3.46	9	0	0	9	2.60	0	0
47-02	Estevan - Stoughton	57.8	2,207	46.58	27	3	0	30	0.64	4	0
47-03	Stoughton - Jct Hwy 48	56.3	416	8.53	11	0	0	11	1.29	0	0
47-04	Jct Hwy 48 - W Jct Hwy 1	26.8	79	0.77	2	0	0	2	2.61	0	0
47-05	Grenfell - S Jct Hwy 22	39.9	534	7.78	6	1	0	7	0.90	1	0
47-06	S Jct Hwy 22 - Melville	22.8	1,017	8.46	0	1	1	2	0.24	1	1
47-07	Melville - Willowbrook	30.0	377	4.12	7	0	0	7	1.70	0	0
47-08	Willowbrook - Springside	19.1	234	1.63	2	0	0	2	1.23	0	0
47-09	Springside - Buchanan	42.5	188	2.92	1	0	0	1	0.34	0	0
47-10	Buchanan - Preeceville	33.8	211	2.60	3	1	0	4	1.54	2	0
	Subtotal - Hwy 47	342.5		86.86	68	6	1	75	0.86	8	1
48-00	Hwy 48 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
48-01	Manitoba Border - Fairlight	19.0	578	4.00	4	0	0	4	1.00	0	0
48-02	Fairlight - S Jct Hwy 9	44.7	704	11.50	16	1	0	17	1.48	1	0
48-03	N Jct Hwy 9 - Jct Hwy 47	57.8	834	17.61	18	3	0	21	1.19	3	0
48-04	Jct Hwy 47 - Jct Hwy 35	63.3	922	21.29	24	4	0	28	1.31	4	0
48-05	Jct Hwy 35 - White City	40.6	2,185	32.37	25	1	0	26	0.80	1	0
	Subtotal - Hwy 48	225.4		86.77	88	9	0	97	1.12	9	0

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
49-00	Hwy 49 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
49-01	Manitoba Border - Pelly	25.4	378	3.51	6	0	0	6	1.71	0	0
49-02	Pelly - Stenen	33.7	879	10.83	13	1	0	14	1.29	1	0
49-03	Stenen - Okla	31.8	558	6.48	17	3	0	20	3.09	3	0
49-04	Okla - Kelvington	33.9	495	6.13	10	3	0	13	2.12	3	0
49-05	Kelvington - Jct Hwy 35	19.6	724	5.17	8	0	1	9	1.74	1	2
Subtotal - Hwy 49		144.4		32.10	57	7	1	65	2.02	8	2
51-00	Hwy 51 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
51-01	Biggar - Tramping Lake	62.6	397	9.08	7	1	0	8	0.88	1	0
51-02	Tramping Lake - Kerrobert	26.0	410	3.88	2	0	0	2	0.52	0	0
51-03	Kerrobert - Major	34.3	190	2.38	5	0	0	5	2.10	0	0
51-04	Major - Alberta Border	29.6	164	1.77	1	0	0	1	0.57	0	0
Subtotal - Hwy 51		152.5		17.10	17	1	0	18	1.05	1	0
52-00	Hwy 52 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
52-01	Yorkton - Willowbrook	21.6	1,407	11.07	12	2	0	14	1.26	6	0
52-02	Willowbrook - Jct Hwy 15	49.1	347	6.21	6	0	0	6	0.97	0	0
Subtotal - Hwy 52		70.6		17.28	19	2	0	21	1.22	6	0
54-00	Hwy 54 Section Not Known	0.0	0	0.00	12	0	0	12	0.00	0	0
54-01	Jct Hwy 11 - Regina Beach	17.4	2,622	16.66	31	0	0	31	1.86	0	0
Subtotal - Hwy 46		17.4		16.66	43	0	0	43	2.58	0	0
55-00	Hwy 55 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
55-02	Jct Hwy 9 - S of Pakwaw Lake	38.7	120	1.69	5	1	0	6	3.54	1	0
55-03	S of Pakwaw L. - W of Crack. R. Br.	29.3	307	3.29	3	0	0	3	0.91	0	0
55-04	W of Crack R Br - Jct Hwy 123	36.6	434	5.80	9	1	0	10	1.72	1	0
55-05	Jct Hwy 123 - Nipawin	28.2	1,493	15.36	19	0	0	19	1.24	0	0
55-06	Nipawin - White Fox	13.7	2,094	10.47	8	0	0	8	0.76	0	0
55-07	White Fox - Smeaton	48.7	1,160	20.61	21	2	0	23	1.12	3	0
55-08	Smeaton - Meath Park	36.5	1,154	15.38	30	2	0	32	2.08	2	0
55-09	Meath Park - Prince Albert	25.5	2,426	22.56	38	4	0	42	1.86	4	0
55-10	Shellbrook - Debden	49.5	1,732	31.27	27	6	1	34	1.09	9	2
55-11	Debden - Big River	38.2	1,058	14.73	26	3	0	29	1.97	3	0
55-12	Big River - Jct Hwy 124	48.3	506	8.93	19	1	0	20	2.24	1	0
55-13	Jct 124 - Green Lake	28.0	420	4.29	6	2	0	8	1.86	2	0
55-14	Green Lake - Meadow Lake	47.2	1,734	29.86	33	7	0	40	1.34	8	0
55-15	Meadow Lake - S Jct Hwy 26	66.9	1,058	25.81	35	6	0	41	1.59	9	0
55-16	Peerless - Alberta Border	52.1	1,138	21.66	37	1	0	38	1.75	2	0
Subtotal - Hwy 55		587.4		231.73	316	36	1	353	1.52	45	2
56-00	Hwy 56 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
56-01	Indian Head - Katepwa Lake	21.1	962	7.41	6	0	0	6	0.81	0	0
56-02	Katepwa Lake - Fort Qu'Appelle	20.0	926	6.77	8	1	0	9	1.33	1	0

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
56-03	Fort Qu'Appelle - Echo Lake	11.2	1,054	4.31	3	1	0	4	0.93	1	0
	Subtotal - Hwy 56	52.4		18.49	18	2	0	20	1.08	2	0
57-00	Hwy 57 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
57-01	Manitoba Border - Jct Hwy 5	19.3	781	5.49	3	0	0	3	0.55	0	0
	Subtotal - Hwy 47	19.3		5.49	3	0	0	3	0.55	0	0
58-00	Hwy 58 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
58-01	Jct Hwy 18 - Lafleche	35.6	192	2.49	2	0	0	2	0.80	0	0
58-02	Lafleche - Gravelbourg	19.5	800	5.69	4	0	0	4	0.70	0	0
58-03	Gravelbourg - Jct Hwy 363	31.6	204	2.35	3	1	0	4	1.70	1	0
58-04	Jct Hwy 363 - Jct Hwy 1	36.0	88	1.15	2	1	0	3	2.60	1	0
	Subtotal - Hwy 58	122.7		11.68	11	2	0	13	1.11	2	0
60-00	Hwy 60 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
60-01	Pike Lake - Saskatoon	23.9	1,438	12.57	14	3	0	17	1.35	4	0
	Subtotal - Hwy 60	23.9		12.57	14	3	0	17	1.35	4	0
80-00	Hwy 80 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
80-01	Esterhazy - Churchbridge	31.4	1,026	11.77	21	1	1	23	1.95	1	2
80-02	Jct Hwy 16 - Jct Hwy 10	35.3	220	2.84	6	0	0	6	2.11	0	0
	Subtotal - Hwy 80	66.7		14.61	30	1	1	32	2.19	1	2
99-00	Hwy 99 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
99-10	Jct Hwy 6 - Craven	20.8	162	1.23	7	3	0	10	8.12	3	0
	Subtotal - Hwy 99	20.8		1.23	7	3	0	10	8.12	3	0
102-00	Hwy 102 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
102-25	La Ronge - Sucker River	30.3	1,019	11.26	8	0	0	8	0.71	0	0
102-26	Sucker River - Otter Rapids	54.2	342	6.77	8	0	0	8	1.18	0	0
102-27	Otter Rapids - Island Lake Cr	51.9	150	2.84	3	0	0	3	1.06	0	0
102-28	Island Lake Cr - Waddy River Br	36.2	150	1.98	1	0	1	2	1.01	0	1
102-29	Waddy River Br - Southend	43.5	125	1.98	7	1	0	8	4.04	2	0
	Subtotal - Hwy 102	216.1		24.84	28	1	1	30	1.21	2	1
106-00	Hwy 106 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
106-01	Smeaton - Jct Hwy 120	67.7	385	9.51	19	0	0	19	2.00	0	0
106-02	Jct Hwy 120 - Jct Hwy 165	67.1	378	9.25	1	1	1	3	0.32	4	1
106-03	Jct Hwy 165 - Deschambault L.	81.4	424	12.59	5	2	0	7	0.56	2	0
106-04	Deschambault L. - Jct Hwy 135	41.0	429	6.42	2	2	0	4	0.62	4	0
106-05	Jct Hwy 135 - Flin Flon	68.0	422	10.47	3	1	0	4	0.38	2	0
	Subtotal - Hwy 106	325.2		48.24	30	6	1	37	0.77	12	1
120-00	Hwy 120 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
120-01	Meath Park - Candle Lake	32.2	871	10.25	6	1	0	7	0.68	2	0
120-02	Candle Lake - Lower Fishing Lake	57.9	143	3.03	8	1	0	9	2.97	1	0

2017 Traffic Collision Statistics by Highway Control Section

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Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
	Subtotal - Hwy 120	90.2		13.28	15	2	0	17	1.28	3	0
123-00	Hwy 123 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
123-01	Jct Hwy 163 - Kennedy Creek	41.7	299	4.55	2	0	1	3	0.66	0	1
123-02	Kennedy Cr. - Cumberland House	91.7	202	6.75	5	3	0	8	1.19	4	0
	Subtotal - Hwy 123	133.4		11.30	9	3	1	13	1.15	4	1
135-00	Hwy 135 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
135-01	Jct Hwy 106 - Pelican Narrows	50.1	396	7.25	3	1	0	4	0.55	2	0
135-02	Pelican Narrows - Sandy Bay	70.5	263	6.76	6	1	0	7	1.04	1	0
	Subtotal - Hwy 135	120.6		14.01	9	2	0	11	0.79	3	0
155-00	Hwy 155 Section Not Known	0.0	0	0.00	0	1	0	1	0.00	3	0
155-01	Green Lake - Jct Hwy 165	94.4	560	19.29	30	5	0	35	1.81	7	0
155-02	Jct Hwy 165 - Buffalo Narrows	101.1	519	19.14	19	2	0	21	1.10	2	0
155-03	Buffalo Narrows - La Loche	104.0	392	14.89	8	2	1	11	0.74	4	1
	Subtotal - Hwy 155	299.4		53.32	57	10	1	68	1.28	16	1
165-00	Hwy 165 Section Not Known	0.0	0	0.00	0	0	0	1	0.00	0	0
165-01	Jct Hwy 106 - Jct Hwy 2	94.8	34	1.18	1	1	0	2	1.70	1	0
165-02	Jct Hwy 2 - Besnard Lake Rd.	55.6	213	4.32	1	2	0	3	0.69	2	0
165-03	Besnard Lake Rd - Key Lake Rd	56.0	123	2.52	1	0	0	1	0.40	0	0
165-04	Key Lake Rd - Jct Hwy 155	66.0	226	5.43	4	1	0	5	0.92	1	0
	Subtotal - Hwy 165	272.4		13.45	7	4	0	12	0.89	4	0
167-00	Hwy 167 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
167-01	Sturgeon Weir R. - Denare Beach	29.7	114	1.24	1	1	0	2	1.61	2	0
167-02	Denare Beach - Creighton	19.3	1,597	11.22	2	1	0	3	0.27	1	0
	Subtotal - Hwy 167	49.0		12.46	3	2	0	5	0.40	3	0
201-00	Hwy 201 Section Not known	0.0	0	0.00	0	0	0	0	0.00	0	0
201-01	Broadview - Jct Hwy 247	19.2	474	3.33	3	0	0	3	0.90	0	0
	Subtotal - Hwy 201	19.2		3.33	3	0	0	3	0.90	0	0
202-00	Hwy 202 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
202-01	Tuxford - Buffalo Pound Lake	15.2	222	1.23	2	1	0	3	2.43	1	0
	Subtotal - Hwy 202	15.2		1.23	2	1	0	3	2.43	1	0
204-00	Hwy 204 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
204-01	Battlefords Provincial Park	5.1	300	0.56	0	0	0	0	0.00	0	0
	Subtotal - Hwy 204	5.1		0.56	0	0	0	0	0.00	0	0
209-00	Hwy 209 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
209-01	Jct Hwy 9 - Kenosee Lake	4.0	1,000	1.47	0	0	0	0	0.00	0	0
	Subtotal - Hwy 209	4.0		1.47	0	0	0	0	0.00	0	0
210-00	Hwy 210 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
210-01	Fort Qu'Appelle - Echo Valley	7.1	723	1.86	5	1	0	6	3.22	6	0

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
210-02	Echo Valley - Jct Hwy 10	12.1	822	3.64	3	0	0	3	0.82	0	0
	Subtotal - Hwy 210	19.2		5.50	8	1	0	9	1.64	6	0
211-00	Hwy 211 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
211-01	Dundurn - Blackstrap Lake	7.0	530	1.35	2	0	0	2	1.48	0	0
	Subtotal - Hwy 211	7.0		1.35	2	0	0	2	1.48	0	0
212-00	Hwy 212 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
212-01	Duck Lake - Saskatchewan River	26.0	723	6.85	1	2	0	3	0.44	3	0
	Subtotal - Hwy 212	26.0		6.85	1	2	0	3	0.44	3	0
219-00	Hwy 219 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
219-01	Danielson Provincial Park	1.6	170	0.10	0	0	0	0	0.00	0	0
219-02	Jct Hwy 44 - Jct Hwy 15	24.3	250	2.22	9	0	0	9	4.05	0	0
219-03	Jct Hwy 15 - White Cap FN.	38.0	837	11.59	31	1	0	32	2.76	2	0
219-04	White Cap FN. - Saskatoon	30.8	3,572	40.14	75	6	0	81	2.02	9	0
	Subtotal - Hwy 219	94.7		54.05	123	7	0	130	2.41	11	0
220-00	Hwy 220 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
220-01	Bulyea - Rowan's Ravine	22.4	331	2.70	5	1	0	6	2.22	2	0
	Subtotal - Hwy 220	22.4		2.70	5	1	0	6	2.22	2	0
221-00	Hwy 221 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
221-01	Jct Hwy 21 - Cypress Hills P. P.	3.8	410	0.57	1	0	0	1	1.76	0	0
	Subtotal - Hwy 221	3.8		0.57	1	0	0	1	1.76	0	0
224-00	Hwy 224 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
224-01	Jct Hwy 4 - Goodsoil	46.1	70	1.17	1	1	0	2	1.71	1	0
	Subtotal - Hwy 224	46.1		1.17	1	1	0	2	1.71	1	0
225-00	Hwy 225 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
225-01	Jct Hwy 2 - Jct Hwy 312	36.8	262	3.51	3	3	0	6	1.71	5	0
	Subtotal - Hwy 225	36.8		3.51	3	3	0	6	1.71	5	0
229-00	Hwy 229 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
229-01	Jct Hwy 9 - Good Spirit P.P.	16.6	383	2.32	5	0	0	5	2.15	0	0
229-02	Good Spirit P.P. - Jct Hwy 47	6.4	173	0.41	0	0	0	0	0.00	0	0
	Subtotal - Hwy 229	23.0		2.73	5	0	0	5	1.83	0	0
240-00	Hwy 240 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
240-01	Jct Hwy 55 - P.A. National Park	40.1	132	1.93	2	1	0	3	1.56	1	0
	Subtotal - Hwy 240	40.1		1.93	2	1	0	3	1.56	1	0
247-00	Hwy 247 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
247-01	Jct Hwy 9 - Jct Hwy 47	49.8	281	5.11	5	2	0	7	1.37	3	0
	Subtotal - Hwy 247	49.8		5.11	6	2	0	8	1.57	3	0
255-00	Hwy 255 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
255-01	Jct Hwy 55 - Tobin Lake	22.8	329	2.73	4	0	0	4	1.46	0	0
	Subtotal - Hwy 255	22.8		2.73	4	0	0	4	1.46	0	0
261-00	Hwy 261 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
261-01	E Sk. Landing P. P. - Jct Hwy 4	7.7	206	0.58	0	0	0	0	0.00	0	0
261-02	Jct Hwy 4 - W SK. Landing P. P.	3.1	100	0.11	0	0	0	0	0.00	0	0
	Subtotal - Hwy 261	10.8		0.69	0	0	0	0	0.00	0	0
263-00	Hwy 263 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
263-01	Jct Hwy 2 - P.A. National Park	17.9	1,137	7.42	10	2	0	12	1.62	2	0
	Subtotal - Hwy 263	17.9		7.42	10	2	0	12	1.62	2	0
264-00	Hwy 264 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
264-01	Jct Hwy 2 - Prince Albert	7.9	770	2.23	7	0	0	7	3.14	0	0
	Subtotal - Hwy 264	7.9		2.23	8	0	0	8	3.59	0	0
265-00	Hwy 265 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
265-01	Jct Hwy 120 - Candle Lake	28.9	438	4.62	1	0	0	1	0.22	0	0
	Subtotal - Hwy 265	28.9		4.62	1	0	0	1	0.22	0	0
271-00	Hwy 271 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
271-01	Maple Creek - Cypress Hills	43.0	193	3.03	7	0	0	7	2.31	0	0
271-02	Jct Hwy 271 - 01 - Fort Walsh	9.6	60	0.21	0	0	0	0	0.00	0	0
	Subtotal - Hwy 271	52.6		3.24	7	0	0	7	2.16	0	0
301-00	Hwy 301 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
301-01	Jct Hwy 1 - Jct Hwy 202	21.2	372	2.88	3	1	0	4	1.39	3	0
	Subtotal - Hwy 301	21.2		2.88	3	1	0	4	1.39	3	0
302-00	Hwy 302 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
302-01	S Sask River - Prince Albert	37.1	551	7.47	18	2	0	20	2.68	3	0
302-02	Prince Albert - 30 Km West	27.2	598	5.94	11	1	0	12	2.02	1	0
	Subtotal - Hwy 302	64.3		13.41	29	3	0	32	2.39	4	0
303-00	Hwy 303 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
303-01	Turtleford - Jct Hwy 21	23.0	1,258	10.54	10	0	0	10	0.95	0	0
303-02	Jct Hwy 21 - Jct Hwy 16	44.6	1,664	27.10	26	1	0	27	1.00	1	0
	Subtotal - Hwy 303	67.6		37.64	37	1	0	38	1.01	1	0
304-00	Hwy 304 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
304-01	Jct Hwy 4 - Jct Hwy 26	48.7	936	16.63	12	1	0	13	0.78	1	0
	Subtotal - Hwy 304	48.7		16.63	12	1	0	13	0.78	1	0
305-00	Hwy 305 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
305-01	Warman - Jct Hwy 12	9.9	2,417	8.70	14	5	0	19	2.18	9	0
305-02	Jct Hwy 12 - Langham	20.4	1,042	7.75	5	1	0	6	0.77	1	0
	Subtotal - Hwy 305	30.2		16.45	21	6	0	27	1.64	10	0

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
306-00	Hwy 306 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
306-01	Jct Hwy 35 - Riceton	39.1	50	0.72	0	0	0	0	0.00	0	0
306-02	Riceton - Jct Hwy 6	27.9	239	2.43	2	1	0	3	1.23	1	0
	Subtotal - Hwy 306	66.9		3.15	2	1	0	3	0.95	1	0
307-00	Hwy 307 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
307-01	Jct Hwy 7 - Smiley	17.8	210	1.36	0	0	0	0	0.00	0	0
307-02	Smiley - Jct Hwy 21	29.3	414	4.44	1	0	0	1	0.23	0	0
	Subtotal - Hwy 307	47.1		5.80	1	0	0	1	0.17	0	0
308-00	Hwy 308 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
308-01	Manitoba Border - Jct Hwy 8	14.8	340	1.84	2	0	0	2	1.09	0	0
	Subtotal - Hwy 308	14.8		1.84	2	0	0	2	1.09	0	0
309-00	Hwy 309 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
309-01	Ebenezer - Rhein	18.4	357	2.40	0	0	0	0	0.00	0	0
	Subtotal - Hwy 309	18.4		2.40	0	0	0	0	0.00	0	0
310-00	Hwy 310 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
310-01	Balcarres - Ituna	43.2	419	6.61	11	0	0	11	1.66	0	0
310-03	Jct Hwy 52 - Foam Lake	51.0	117	2.17	5	1	0	6	2.77	1	0
310-04	Foam Lake - Kuroki	30.5	378	4.20	6	0	0	6	1.43	0	0
	Subtotal - Hwy 310	124.6		12.98	24	1	0	25	1.93	1	0
312-00	Hwy 312 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
312-01	Wakaw - Rosthern	41.3	678	10.21	11	1	0	12	1.17	1	0
312-02	Rosthern - Jct Hwy 12	36.9	948	12.76	15	2	0	17	1.33	2	0
	Subtotal - Hwy 312	78.2		22.97	26	3	0	29	1.26	3	0
316-00	Hwy 316 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
316-01	Clavet - Hwy 5	16.0	1,093	6.39	14	3	0	17	2.66	3	0
	Subtotal - Hwy 316	16.0		6.39	14	3	0	17	2.66	3	0
317-00	Hwy 317 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
317-01	Jct Hwy 7 - S Jct Hwy 51	46.7	164	2.81	1	0	0	1	0.36	0	0
317-02	N Jct Hwy 51 - Jct Hwy 31	44.5	181	2.95	1	0	0	1	0.34	0	0
	Subtotal - Hwy 317	91.3		5.75	2	0	0	2	0.35	0	0
318-00	Hwy 318 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
318-01	Carnduff - Alida	27.9	292	2.97	6	0	0	6	2.02	0	0
	Subtotal - Hwy 318	27.9		2.97	6	0	0	6	2.02	0	0
320-00	Hwy 320 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
320-01	Jct Hwy 20 - Domremy	26.3	88	0.85	2	0	0	2	2.37	0	0

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
	Subtotal - Hwy 320	26.3		0.85	2	0	0	2	2.37	0	0
321-00	Hwy 321 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
321-01	Liebenthal - Alberta Border	33.2	352	4.26	4	1	0	5	1.17	1	0
	Subtotal - Hwy 321	33.2		4.26	4	1	0	5	1.17	1	0
322-00	Hwy 322 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
322-01	Jct Hwy 20 - Jct Hwy 220	29.3	440	4.71	6	0	0	6	1.27	0	0
	Subtotal - Hwy 322	29.3		4.71	6	0	0	6	1.27	0	0
324-00	Hwy 324 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
324-01	Jct Hwy 378 - Mayfair	18.6	81	0.55	3	0	0	3	5.44	0	0
	Subtotal - Hwy 324	18.6		0.55	3	0	0	3	5.44	0	0
332-00	Hwy 332 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
332-01	Jct Hwy 32 - Hazlet	43.8	297	4.74	11	0	0	11	2.32	0	0
	Subtotal - Hwy 332	43.8		4.74	11	0	0	11	2.32	0	0
334-00	Hwy 334 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
334-01	Jct Hwy 13 - Avonlea	62.0	103	2.34	3	0	0	3	1.28	0	0
334-02	Avonlea - Corinne	33.7	418	5.14	5	0	0	5	0.97	0	0
	Subtotal - Hwy 334	95.7		7.48	8	0	0	8	1.07	0	0
335-00	Hwy 335 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
335-01	Jct Hwy 23 - Jct Hwy 35	21.2	558	4.33	4	2	0	6	1.39	4	0
335-02	Jct Hwy 35 - Gronlid	29.4	509	5.46	4	1	0	5	0.92	1	0
	Subtotal - Hwy 335	50.6		9.79	8	3	0	11	1.12	5	0
339-00	Hwy 339 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
339-01	Avonlea - Jct Hwy 39	49.4	253	4.56	6	0	0	6	1.31	0	0
	Subtotal - Hwy 339	49.4		4.56	6	0	0	6	1.31	0	0
340-00	Hwy 240 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
340-01	Radisson - Hafford	30.5	313	3.48	4	1	0	5	1.44	1	0
	Subtotal - Hwy 340	30.5		3.48	4	1	0	5	1.44	1	0
342-00	Hwy 342 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
342-01	Jct Hwy 42 - Beechy	11.6	285	1.20	3	0	0	3	2.50	0	0
342-02	Beechy - Clearwater Lake	43.8	202	3.23	5	0	0	5	1.55	0	0
342-03	Clearwater Lake - Jct Hwy 4	6.7	363	0.89	3	0	0	3	3.36	0	0
342-04	Jct Hwy 4 - Lacadena	31.4	115	1.32	1	2	0	3	2.26	2	0
342-05	Lacadena - Jct Hwy 44	30.1	86	0.95	1	0	0	1	1.06	0	0
	Subtotal - Hwy 342	123.6		7.60	13	2	0	15	1.97	2	0
343-00	Hwy 343 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
343-01	Jct Hwy 4 - Simmie	32.8	249	2.98	3	0	0	3	1.01	0	0

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
	Subtotal - Hwy 343	32.8		2.98	3	0	0	3	1.01	0	0
349-00	Hwy 349 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
349-10	Jct Hwy 38 - Archerwill	23.1	245	2.07	5	0	0	5	2.41	0	0
349-11	Jct Hwy 35 - Naicam	32.6	419	4.98	3	1	0	4	0.80	1	0
	Subtotal - Hwy 349	55.7		7.05	9	1	0	10	1.42	1	0
350-00	Hwy 350 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
350-01	U.S. Border - Jct Hwy 18	16.4	101	0.60	1	0	0	1	1.66	0	0
	Subtotal - Hwy 350	16.4		0.60	1	0	0	1	1.66	0	0
354-00	Hwy 354 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
354-01	Bethune - Dilke	20.9	288	2.19	4	0	0	4	1.82	0	0
	Subtotal - Hwy 354	20.9		2.19	4	0	0	4	1.82	0	0
355-00	Hwy 355 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
355-01	Meath Park - Spruce Home	28.0	217	2.22	5	0	0	5	2.25	0	0
355-02	Spruce Home - 11 km West	17.5	873	5.57	3	0	0	3	0.54	0	0
	Subtotal - Hwy 355	45.5		7.79	8	0	0	8	1.03	0	0
357-00	Hwy 357 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
357-01	Togo - Jct Hwy 8	20.5	157	1.18	2	0	0	2	1.70	0	0
	Subtotal - Hwy 357	20.5		1.18	2	0	0	2	1.70	0	0
358-00	Hwy 358 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
358-01	Wood Mountain - Limerick	42.5	178	2.76	6	0	0	6	2.17	0	0
	Subtotal - Hwy 358	42.5		2.76	6	0	0	6	2.17	0	0
361-00	Hwy 361 Section Not Known	0.0	0	0.00	0	0	0	0		0	0
361-11	Manitoba Border - Jct Hwy 8	18.8	70	0.48	1	0	0	1	2.09	0	0
361-12	Jct Hwy 8 - Jct Hwy 9	47.6	166	2.89	0	0	1	1	0.35	0	1
361-13	Jct Hwy 9 - Jct Hwy 47	52.1	745	14.16	4	3	0	7	0.49	3	0
	Subtotal - Hwy 361	118.4		17.53	5	3	1	9	0.51	3	1
363-00	Hwy 363 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
363-01	Moose Jaw - Courval	68.9	263	6.62	9	0	0	9	1.36	0	0
363-02	Courval - Hodgeville	57.1	95	1.98	4	1	0	5	2.52	3	0
363-03	Hodgeville - Jct Hwy 4	69.9	177	4.52	7	1	0	8	1.77	1	0
	Subtotal - Hwy 363	195.9		13.12	21	2	0	23	1.75	4	0
364-00	Hwy 364 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
364-01	Balgonie - Edgeley	37.4	624	8.51	12	1	0	13	1.53	1	0
	Subtotal - Hwy 364	37.4		8.51	12	1	0	13	1.53	1	0
365-00	Hwy 365 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
365-01	Watrous - Plunkett	30.3	346	3.82	4	2	0	6	1.57	3	0

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
	Subtotal - Hwy 365	30.3		3.82	4	2	0	6	1.57	3	0
367-00	Hwy 367 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
367-01	Eye brow - Jct Hwy 19	23.8	158	1.37	1	0	0	1	0.73	0	0
	Subtotal - Hwy 364	23.8		1.37	1	0	0	1	0.73	0	0
368-00	Hwy 368 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
368-01	Muenster - St. Brieux	56.1	550	11.26	11	4	0	15	1.33	4	0
368-02	St. Brieux - Beatty	33.4	994	12.10	8	1	0	9	0.74	1	0
	Subtotal - Hwy 368	89.4		23.36	19	5	0	24	1.03	5	0
369-00	Hwy 369 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
369-01	Jct Hwy 10 - Togo	20.9	82	0.62	0	0	0	0	0.00	0	0
	Subtotal - Hwy 369	20.9		0.62	0	0	0	0	0.00	0	0
371-00	Hwy 371 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
371-01	Fox Valley - Alberta Border	41.5	186	2.82	4	1	0	5	1.77	1	0
	Subtotal - Hwy 371	41.5		2.82	4	1	0	5	1.77	1	0
373-00	Hwy 373 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
373-01	Jct Hwy 42 - Birsay	14.0	131	0.67	2	0	0	2	2.99	0	0
	Subtotal - Hwy 373	14.0		0.67	2	0	0	2	2.99	0	0
374-00	Hwy 374 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
374-01	Jct Hwy 21 - Jct Hwy 14	50.1	72	1.32	1	0	0	1	0.76	0	0
	Subtotal - Hwy 374	50.1		1.32	1	0	0	1	0.76	0	0
376-00	Hwy 376 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
376-01	Jct Hwy 14 - Arelee	29.4	158	1.70	1	0	0	1	0.59	0	0
376-02	Arelee - Sonningdale	25.8	57	0.54	1	1	0	2	3.73	1	0
376-03	Sonningdale - Maymont	21.5	199	1.56	0	0	0	0	0.00	0	0
376-04	Maymont - Jct Hwy 40	17.9	121	0.79	3	0	0	3	3.78	0	0
376-05	Jct Hwy 40 - Jct Hwy 324	26.0	106	1.01	2	0	0	2	1.99	0	0
	Subtotal - Hwy 376	120.6		5.60	7	1	0	8	1.43	1	0
377-00	Hwy 377 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
377-01	Radville - Ceylon	23.0	278	2.33	1	1	0	2	0.86	2	0
	Subtotal - Hwy 377	23.0		2.33	1	1	0	2	0.86	2	0
378-00	Hwy 378 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
378-01	Jct Hwy 4 - Rabbit Lake	67.0	200	4.88	6	2	0	8	1.64	3	0
378-02	Rabbit Lake - Spiritwood	41.5	288	4.37	5	1	0	6	1.37	1	0
	Subtotal - Hwy 378	108.5		9.25	11	3	0	14	1.51	4	0
379-00	Hwy 379 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
379-01	McMahon - Wymark	18.4	312	2.10	2	0	0	2	0.95	0	0

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Persons		
					Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Injured	Killed
	Subtotal - Hwy 379	18.4		2.10	2	0	0	2	0.95	0	0
381-00	Hwy 381 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
381-01	MacNutt - Jct Hwy 8	24.6	66	0.59	1	0	0	1	1.69	0	0
	Subtotal - Hwy 381	24.6		0.59	1	0	0	1	1.69	0	0
397-00	Hwy 397 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
397-01	Allan - Elstow	12.5	1,166	5.30	4	2	0	6	1.13	3	0
	Subtotal - Hwy 397	12.5		5.30	4	2	0	6	1.13	3	0
903-00	Hwy 903 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
903-01	Jct Hwy 55 - N.A.D. Boundry	48.7	341	6.06	12	0	0	12	1.98	0	0
903-02	N.A.D. Boundry - Jct Hwy 965	57.1	146	3.03	3	2	0	5	1.65	5	0
903-03	Jct Hwy 965 - End	73.6	20	0.54	0	0	0	0	0.00	0	0
	Subtotal - Hwy 903	179.4		9.64	15	2	0	17	1.76	5	0
904-00	Hwy 904 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
904-01	Jct Hwy 224 - Jct Hwy 903	30.2	126	1.38	3	0	0	3	2.17	0	0
	Subtotal - Hwy 904	30.2		1.38	3	0	0	3	2.17	0	0
905-00	Hwy 905 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
905-01	Jct Hwy 102 - Acc to Atwater L.	67.7	65	1.60	3	0	0	3	1.87	0	0
905-02	Atwater L. Acc - Courtney L. Acc	79.1	55	1.59	1	2	0	3	1.89	2	0
905-03	Courtney L. Acc. - to W. Lodge	88.5	90	2.91	0	0	0	0	0.00	0	0
905-04	W. Lodge Access - Henday Lake	32.7	50	0.60	3	0	0	3	5.03	0	0
905-05	Points North - Hawk Rock River	77.4	50	1.41	1	0	0	1	0.71	0	0
905-06	Hawk Rock River - Black Lake	106.9	50	1.95	0	0	0	0	0.00	0	0
905-07	Black Lake - Stony Rapids	20.8	129	0.98	6	0	0	6	6.12	0	0
905-08	Stony Rapids - Shasko Bay	51.5	20	0.38	1	0	0	1	2.66	0	0
	Subtotal - Hwy 905	524.6		11.42	17	2	0	19	1.66	2	0
907-00	Hwy 907 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
907-01	Jct Hwy 165 - Fort Black	5.5	35	0.07	0	0	0	0	0.00	0	0
	Subtotal - Hwy 907	0.0		0.07	0	0	0	0	0.00	0	0
908-00	Hwy 908 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
908-01	Jct Hwy 155 - End	20.3	431	3.19	4	1	0	5	1.57	1	0
	Subtotal - Hwy 908	20.3		3.19	4	1	0	5	1.57	1	0
909-00	Hwy 909 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
909-01	Jct Hwy 155 - Turnor Lake	29.3	110	1.17	2	0	0	2	1.70	0	0
	Subtotal - Hwy 909	29.3		1.17	2	0	0	2	1.70	0	0
910-00	Hwy 910 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
910-01	Jct Hwy 165 - End	34.0	54	0.67	0	0	0	0	0.00	0	0
	Subtotal - Hwy 910	34.0		0.67	0	0	0	0	0.00	0	0

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
911-00	Hwy 911 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
911-01	Jct Hwy 106 - Deschambault L.	29.2	130	1.38	0	0	0	0	0.00	0	0
	Subtotal - Hwy 911	29.2		1.38	0	0	0	0	0.00	0	0
912-00	Hwy 912 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
912-02	Jct Hwy 913 - Jct Hwy 165	67.3	16	0.40	0	1	0	1	2.51	1	0
912-03	Jct Hwy 165 - End	34.8	24	0.31	0	0	0	0	0.00	0	0
	Subtotal - Hwy 912	102.0		0.70	0	1	0	1	1.42	1	0
913-00	Hwy 913 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
913-01	Jct Hwy 120 - Jct Hwy 912	40.9	70	1.04	1	0	0	1	0.96	0	0
913-02	Jct Hwy 912 - Jct Hwy 106	24.3	37	0.33	0	0	0	0	0.00	0	0
	Subtotal - Hwy 913	65.1		1.36	1	0	0	1	0.73	0	0
914-00	Hwy 914 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
914-01	Jct Hwy 165 - Pinehouse Lake	49.9	125	2.27	2	0	0	2	0.88	0	0
914-02	Pinehouse Lake - Bridge (N. Abut)	25.2	90	0.83	0	0	0	0	0.00	0	0
914-03	Churchill River - Key Lake	194.3	45	3.19	0	1	0	1	0.31	1	0
	Subtotal - Hwy 914	269.4		6.29	2	1	0	3	0.48	1	0
915-00	Hwy 915 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
915-01	Jct Hwy 102 - Stanley Mission	35.8	200	2.61	5	1	0	6	2.30	5	0
	Subtotal - Hwy 915	35.8		2.61	5	1	0	6	2.30	5	0
916-00	Hwy 916 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
916-01	Jct Hwy 2 - Jct Hwy 921	39.8	11	0.16	0	0	0	0	0.00	0	0
916-02	Jct Hwy 921 - Jct Hwy 917	50.2	46	0.84	0	0	0	0	0.00	0	0
916-03	Jct Hwy 917 - Jct Hwy 924	19.9	40	0.29	0	0	0	0	0.00	0	0
	Subtotal - Hwy 916	110.0		1.29	0	0	0	0	0.00	0	0
917-00	Hwy 917 Section Not known	0.0	0	0.00	0	0	0	0	0.00	0	0
917-01	Jct Hwy 916 - End	29.0	9	0.10	0	0	0	0	0.00	0	0
	Subtotal - Hwy 917	29.0		0.10	0	0	0	0	0.00	0	0
918-00	Hwy 918 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
918-01	Jct Hwy 165 - (FN Bdry - End)	92.4	107	3.62	1	2	0	3	0.83	5	0
	Subtotal - Hwy 918	92.4		3.62	1	2	0	3	0.83	5	0
919-00	Hwy 919 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
919-01	Jct Hwy 21 - Cold River	20.8	37	0.28	2	0	0	2	7.07	0	0
919-02	Cold River - SK Alta Border	25.3	10	0.10	0	0	0	0	0.00	0	0
	Subtotal - Hwy 919	46.0		0.38	2	0	0	2	5.29	0	0
920-00	Hwy 920 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
920-03	Jct Hwy 106 - Jct Hwy 932	3.5	80	0.10	0	0	0	0	0.00	0	0
	Subtotal - Hwy 920	3.5		0.10	0	0	0	0	0.00	0	0
921-00	Hwy 921 Section Not Known	0.0	0	0.00	0	0	0	0	0	0	0
921-01	Jct Hwy 933 - Jct Hwy 937	47.2	2	0.03	0	0	0	0	0	0	0
	Subtotal - Hwy 921	47.2		0.03	0	0	0	0	0.00	0	0
922-00	Hwy 922 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
922-01	Bodmin - N of Jct Hwy 940	31.0	69	0.78	1	0	1	2	2.57	2	1
922-02	North Jct Hwy 940 - Jct Hwy 916	61.2	69	1.55	0	0	0	0	0.00	0	0
	Subtotal - Hwy 922	92.2		2.33	1	0	1	2	0.86	2	1
924-00	Hwy 924 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
924-01	Jct Hwy 55 - Dore Lake	63.9	54	1.26	4	0	0	4	3.18	0	0
	Subtotal - Hwy 924	63.9		1.26	4	0	0	4	3.18	0	0
925-00	Hwy 925 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
925-01	Jct Hwy 155 - Dillon	58.8	217	4.65	3	0	0	3	0.65	2	0
925-02	Jct Hwy 925 - N. Lmts. of Michel	22.2	151	1.22	1	0	0	1	0.82	0	0
	Subtotal - Hwy 925	81.1		5.87	4	0	0	4	0.68	2	0
926-00	Hwy 926 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
926-01	Jct Hwy 120 - Jct Hwy 969	75.4	13	0.35	0	0	0	0	0.00	1	0
	Subtotal - Hwy 926	75.4		0.35	0	0	0	0	0.00	1	0
927-00	Hwy 927 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
927-01	Jct Hwy 912 - East Trout Lake	23.6	20	0.17	0	0	0	0	0.00	0	0
	Subtotal - Hwy 927	23.6		0.17	0	0	0	0	0.00	0	0
928-00	Hwy 928 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
928-01	Jct Hwy 120 - 0.4 Km SE of Park Bd.	22.8	10	0.08	0	0	0	0	0.00	0	0
	Subtotal - Hwy 928	22.8		0.08	0	0	0	0	0.00	0	0
929-00	Hwy 929 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
929-01	Hwy 916 - Smoothstone Lake	22.8	10	0.08	0	0	0	0	0.00	0	0
	Subtotal - Hwy 929	22.8		0.08	0	0	0	0	0.00	0	0
930-00	Hwy 930 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
930-01	Hwy 926 - Hwy 963	0.0	0	0.00	0	0	0	0	0.00	0	0
	Subtotal - Hwy 930	0.0		0.00	0	0	0	0	0.00	0	0
934-00	Hwy 934 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
934-01	Jct Hwy 912 - End	12.3	5	0.02	0	0	0	0	0.00	0	0
	Subtotal - Hwy 934	12.3		0.02	0	0	0	0	0.00	0	0
935-00	Hwy 935 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
935-01	Jct Hwy 165 - Jct Hwy 910	8.2	70	0.21	0	0	0	0	0.00	3	0

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
	Subtotal - Hwy 935	8.2		0.21	0	0	0	0	0.00	3	0
936-00	Hwy 936 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
936-01	Hwy 2 - End	42.3	15	0.23	0	0	0	0	0.00	0	0
	Subtotal - Hwy 936	42.3		0.23	0	0	0	0	0.00	0	0
937-00	Hwy 937 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
937-01	Hwy 939 - End	41.9	7	0.11	0	0	0	0	0.00	0	0
	Subtotal - Hwy 937	41.9		0.11	0	0	0	0	0.00	0	0
939-00	Hwy 939 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
939-01	Jct Hwy 916 - 47.7 Km North	40.8	10	0.15	0	0	0	0	0.00	0	0
	Subtotal - Hwy 939	40.8		0.15	0	0	0	0	0.00	0	0
942-00	Hwy 942 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
942-01	Jct Hwy 55 - 42 Km N Jct Hwy 943	56.5	21	0.44	0	0	0	0	0.00	0	0
	Subtotal - Hwy 942	56.5		0.44	0	0	0	0	0.00	0	0
943-00	Hwy 934 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
943-01	Hwy 942 - Jct Hwy 946	27.1	70	0.69	0	0	0	0	0.00	0	0
943-02	Jct Hwy 946 - 4 Km E of Meetoos	34.2	26	0.32	0	0	0	0	0.00	0	0
	Subtotal - Hwy 943	61.3		1.0	0	0	0	0	0.00	0	0
945-00	Hwy 945 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
945-01	Jct Hwy 24 - Jct Hwy 943	29.0	79	0.84	1	0	0	1	1.19	0	0
	Subtotal - Hwy 945	29.0		0.8	1	0	0	1	1.19	0	0
946-00	Hwy 946 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
946-01	23.3 Km S of Jct Hwy 943	21.5	35	0.27	0	0	0	0	0.00	0	0
	Subtotal - Hwy 946	21.5		0.3	0	0	0	0	0.00	0	0
950-00	Hwy 950 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
950-01	Jct Hwy 224 - Jct Hwy 919	35.1	48	0.62	0	0	0	0	0.00	0	0
	Subtotal - Hwy 950	35.1		0.6	0	0	0	0	0.00	0	0
951-00	Hwy 951 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
951-01	Jct Hwy 941 - Jct Hwy 903	26.1	218	2.07	4	0	0	4	0.00	0	0
	Subtotal - Hwy 951	26.1		2.1	4	0	0	4	0.00	0	0
953-00	Hwy 953 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
953-01	Jct Hwy 263 - Jct Hwy 2	32.7	226	2.69	4	0	0	4	1.49	0	0
	Subtotal - Hwy 953	32.7		2.7	4	0	0	4	1.49	0	0
954-00	Hwy 954 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
954-01	Jct Hwy 26 - End	13.2	181	0.87	1	0	0	1	1.15	0	0
	Subtotal - Hwy 954	13.2		0.9	1	0	0	1	1.15	0	0
955-00	Hwy 955 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
955-04	La Loche - Clufl lake	244.9	112	9.98	3	0	0	3	0.30	0	0
	Subtotal - Hwy 955	244.9		10.0	3	0	0	3	0.30	0	0
956-00	Hwy 956 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
956-01	Jct Hwy 155 - Alberta Border	53.5	49	0.96	1	0	0	1	1.04	1	0
	Subtotal - Hwy 956	53.5		1.0	1	0	0	1	1.04	1	0
959-00	Hwy 959 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
959-01	Hwy 4 - Birch Lake	20.9	30	0.23	0	0	0	0	0.00	1	0
	Subtotal - Hwy 959	20.9		0.2	0	0	0	0	0.00	1	0
962-00	Hwy 962 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
962-01	Eldorado - Uranium City	8.7	150	0.47	0	0	0	0	0.00	0	0
962-02	Uranium City - Bushell	10.6	100	0.39	0	0	0	0	0.00	0	0
	Subtotal - Hwy 962	19.2		0.86	0	0	0	0	0.00	0	0
963-00	Hwy 963 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
963-01	Hwy 913 - End	17.4	10	0.06	0	0	0	0	0.00	0	0
963-02	End - Hwy 931	23.9	5	0.04	0	0	0	0	0.00	0	0
	Subtotal - Hwy 963	41.2		0.11	0	0	0	0	0.00	0	0
965-00	Hwy 965 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
965-05	Jct Hwy 155 - Jct Hwy 903	44.0	280	4.49	5	7	0	12	2.67	13	0
	Subtotal - Hwy 965	44.0		4.49	5	7	0	12	2.67	13	0
967-00	Hwy 957 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
967-01	Manitoba Border - Sturgeon Lake	0.8	20	0.01	0	0	0	0	0	0	0
	Subtotal - Hwy 967	0.8		0.01	0	0	0	0	0	0	0
969-00	Hwy 969 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
969-01	Jct Hwy 2 - Jct Hwy 930	14.9	350	1.91	1	2	0	3	1.57	2	0
969-02	Jct Hwy 930 - Jct Hwy 165	99.1	20	0.74	1	0	0	1	1.36	0	0
969-03	Jct Hwy 165 - End	0.0	0	0.00	0	0	0	0	0.00	0	0
	Subtotal - Hwy 969	114.1		2.64	2	2	0	4	1.51	2	0
970-00	Hwy 970 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
970-01	Jct Hwy 926 - End	18.0	5	0.03	0	0	0	0	0.00	0	0
	Subtotal - Hwy 970	18.0		0.03	0	0	0	0	0.00	0	0
980-00	Hwy 980 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
980-02	Woody Lake - Hwy 3	83.7	15	0.47	0	0	0	0	0.00	0	0
	Subtotal - Hwy 980	83.7		0.47	0	0	0	0	0.00	0	0
981-00	Hwy 981 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
981-01	Jct Hwy 980 - End	26.5	5	0.05	0	0	0	0	0.00	0	0
	Subtotal - Hwy 981	26.5		0.05	0	0	0	0	0.00	0	0

2017 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
982-00	Hwy 982 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
982-01	N of Swan Plain - Jct Hwy 983	26.7	26	0.26	1	0	0	1	3.89	0	0
982-02	Jct Hwy 983 - Jct Hwy 9	30.6	34	0.38	0	1	0	1	2.65	1	0
	Subtotal - Hwy 982	57.3		0.63	1	1	0	2	3.15	1	0
983-00	Hwy 983 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
983-02	Jct Hwy 982 - Jct Hwy 9	30.5	30	0.33	1	0	0	1	2.99	0	0
983-03	Jct Hwy 9 - Jct Hwy 984	22.1	40	0.32	0	0	0	0	0.00	0	0
	Subtotal - Hwy 983	52.6		0.66	2	0	0	2	3.04	0	0
984-00	Hwy 984 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
984-01	9 Km S of Jct Hwy 983 - Jct Hwy 23	13.8	10	0.05	0	0	0	0	0.00	0	0
	Subtotal - Hwy 984	13.8		0.05	0	0	0	0	0.00	0	0
994-00	Hwy 994 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
994-01	Manitoba Border - Kinosao	1.5	20	0.01	0	0	0	0	0.00	0	0
	Subtotal - Hwy 994	1.5		0.01	0	0	0	0	0.00	0	0
Not Stated		N/A	N/A	N/A	1	0	0	1	N/A	0	0
	Subtotal - Not stated	N/A	N/A	N/A	1	0	0	1	N/A	0	0
GRAND TOTAL		22,586		9,721	7,150	854	51	8,055	219	1,227	63

2017 Traffic Collision Statistics Urban Communities with a Population of 5,000 or More

Table 11.2

Community	Population	Collisions				Acc/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Saskatoon	272,461	6,974	878	10	7,862	2.89	1,099	10
Regina	237,632	4,399	690	3	5,092	2.14	897	3
Prince Albert	46,203	633	125	1	759	1.64	154	1
Moose Jaw	37,224	628	136	0	764	2.05	171	0
Yorkton	19,636	388	37	0	425	2.16	42	0
Swift Current	18,558	228	26	0	254	1.37	37	0
North Battleford	17,098	217	38	0	255	1.49	48	0
Lloydminster SK	15,255	278	46	0	324	2.12	60	0
Estevan	13,221	154	23	0	177	1.34	31	0
Weyburn	12,342	123	15	0	138	1.12	22	0
Warman	11,943	58	16	0	74	0.62	25	0
Martensville	10,274	44	5	0	49	0.48	7	0
Meadow Lake	7,638	79	10	0	89	1.17	11	0
Humboldt	7,208	49	4	0	53	0.74	4	0
Melfort	6,788	51	10	0	61	0.90	13	0
Nipawin	5,731	42	6	0	48	0.84	10	0
Kindersley	5,526	66	7	0	73	1.32	7	0
Melville	5,151	39	7	0	46	0.89	13	0

Populations are based on Saskatchewan Health Services Plan statistics.

TAIS provides each city's municipal engineering department with collision data specific to their city. This data, mostly in electronic form, enables each city to do a much more detailed analysis of their collisions. Many of them, in turn, summarize and publish their own collision statistics and internal analysis.

Additional information specific to any city may be obtained by contacting their respective engineering department. A listing of contacts for some of the cities is provided below.

Estevan	Mr. Greg Wock	306-634-1823
Humboldt	Mr. Rod Halyk	306-682-2221
Lloydminster	Mr. Adam Homes	780-875-2302
Melfort	Mr. Gerald Gilmore	306-752-5911
Melville	Mr. Allan Callfas	306-728-6865
Moose Jaw	Mr. Ryan Johnson	306-694-4473
North Battleford	Mr. Stewart Shafer	306-445-1735
Prince Albert	Ms. Keri Sexsmith	306-953-4900
Regina	Mr. Joseph Otitoju	306-777-7749
Saskatoon	Ms. Shirley Matt	306-975-2642
Swift Current	Mr. Trevor Feicht	306-778-2777
Weyburn	Mr. Blaine Frank	306-848-3230
Yorkton	Mrs. Dawn Oehler	306-786-1737

Additional information is available from TAIS for any community wishing to do further analysis of the collisions in their respective areas. Please contact SGI's Traffic Safety Program Evaluation department at 306-775-6668.

**2017 Pedestrian Collisions
In Urban Communities with a Population of 5,000 or More**

Table 11.3

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Regina	3	83	1	87	86	1
Saskatoon	2	100	3	105	104	3
Prince Albert	0	15	1	16	15	1
Moose Jaw	1	15	0	16	16	0
Yorkton	1	3	0	4	3	0
North Battleford	0	4	0	4	4	0
Weyburn	0	2	0	2	2	0
Warman	0	1	0	1	1	0
Melfort	0	1	0	1	1	0
Kindersley	0	0	0	0	0	0
Swift Current	0	1	0	1	1	0
Estevan	0	0	0	0	0	0
Lloydminster SK	0	1	0	1	1	0
Humboldt	0	0	0	0	0	0
Nipawin	0	0	0	0	0	0
Martensville	0	0	0	0	0	0
Meadow Lake	0	1	0	1	1	0
Melville	0	0	0	0	0	0

**2017 Bicycle Collisions
In Urban Communities with a Population of 5,000 or More**

Table 11.4

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Saskatoon	12	41	0	53	42	0
Regina	4	42	1	47	42	1
Prince Albert	3	6	0	9	6	0
Moose Jaw	1	5	0	6	5	0
Yorkton	0	3	0	3	3	0
Swift Current	0	0	0	0	0	0
North Battleford	0	2	0	2	2	0
Estevan	0	0	0	0	0	0
Lloydminster SK	0	1	0	1	1	0
Weyburn	0	0	0	0	0	0
Martensville	0	0	0	0	0	0
Warman	0	0	0	0	0	0
Meadow Lake	0	1	0	1	1	0
Humboldt	1	0	0	1	0	0
Melfort	0	2	0	2	2	0
Nipawin	0	0	0	0	0	0
Kindersley	0	1	0	1	1	0
Melville	0	0	0	0	0	0

**2017 Alcohol-Involved Collisions
In Urban Communities with a Population of 5,000 or More**

Table 11.5

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Saskatoon	165	35	2	202	43	2
Regina	116	28	1	145	48	1
Prince Albert	30	7	0	37	10	0
Moose Jaw	19	12	0	31	14	0
Yorkton	5	1	0	6	1	0
Swift Current	3	2	0	5	4	0
North Battleford	4	4	0	8	5	0
Estevan	1	0	0	1	1	0
Lloydminster SK	9	1	0	10	1	0
Weyburn	1	0	0	1	0	0
Martensville	3	0	0	3	0	0
Warman	2	2	0	4	3	0
Meadow Lake	1	0	0	1	0	0
Humboldt	0	0	0	0	0	0
Melfort	0	0	0	0	0	0
Nipawin	1	1	0	2	1	0
Kindersley	4	0	0	4	0	0
Melville	1	1	0	2	1	0

Traffic Collision Statistics by Intersection - Three Cities
Intersections 2017 collision rate

Table 11.6

Saskatoon	Collisions			Collisions/ 10 mil veh*
	2015	2016	2017	
22nd St & Diefenbaker Dr	51	42	43	37.08
51st St / Lenore & Wanuskewin / Warman	32	26	22	14.03
Circle Dr & Millar Ave	43	31	12	7.92
8th St & Clarence Ave	22	21	34	23.07
Central Ave & Attridge Dr	39	30	47	27.64
51st St & Millar Ave	47	38	23	15.22
Ave C & Circle Dr	69	68	53	22.56
51st St & Faithfull Ave	19	25	27	22.56
Idylwyld Dr & 22nd St	34	52	41	18.26
8th St & Preston Ave	28	35	29	15.07
20th St & Idylwyld Dr	18	25	23	14.07
McKercher Dr & 8th St	39	40	30	17.69
33rd St & Idylwyld Dr	46	42	27	13.84
College Dr & Preston Ave	29	35	30	15.23
8th St & Acadia Dr	28	28	23	12.13

Regina

Albert St & Saskatchewan Dr	30	49	30	35.85
Park St & Victoria Ave E	23	27	25	43.74
9th Ave N & McCarthy Blvd N	24	27	20	33.56
Lewvan Dr & Dewdney Ave	50	37	40	36.56
Arcola Ave & Victoria Ave	23	25	23	32.83
Prince of Wales Dr & Victoria Ave	24	23	20	23.19
Pasqua St & Rochdale Blvd	23	22	24	34.07
4th Ave & Albert St	32	27	22	25.46
Arcola Ave / Saskatchewan Dr & Winnipeg St	16	26	16	25.27
Albert St & Parliament Ave	19	27	22	31.31
Victoria Ave & Winnipeg St	15	18	19	29.16
Fleet St / University PK Dr & Victoria Ave	29	26	36	19.29
9th Ave N & Pasqua St / Ring Rd	18	24	16	12.95
1st Ave N & Lewvan Dr	28	18	18	21.59
13th Ave & Albert St	10	8	8	9.64

Prince Albert

6th Ave E & 15th St	24	27	19	16.24
6th Ave W & 15th St	6	6	3	4.89
2nd Ave W & 15th St	23	12	12	8.20
6th Ave E & 28th St	7	13	6	5.90
2nd Ave W & 28th St	11	13	17	14.81
6th Ave E & 28th St	15	6	12	13.08
1st Ave E & 15th St	7	2	3	2.75
2nd Ave W & 22nd St	10	10	9	10.19
6th Ave E & Marquis Rd	12	12	15	14.89
15th Ave E & 15th St	10	6	10	17.74
2nd Ave W & Marquis Rd	14	17	10	8.22
1st Ave W & 15th St	12	1	8	10.63
Central Ave & 15th St	14	13	5	4.59
5th Ave E & 15th St	4	2	3	4.05
Central Ave & 28th St	9	6	9	13.58

* Collisions per 10 million vehicles travelling through the location.

2017 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Abbey	270	0	0	0	0	0.00	0	0
Aberdeen	1,040	2	0	0	2	0.19	0	0
Air Ronge	846	7	3	0	10	1.18	6	0
Alameda	532	0	0	0	0	0.00	0	0
Alida	253	0	0	0	0	0.00	0	0
Allan	920	2	0	0	2	0.22	0	0
Annaheim	376	1	0	0	1	0.27	0	0
Arborfield	463	5	0	0	5	1.08	0	0
Archerwill	477	0	0	0	0	0.00	0	0
Arcola	762	4	0	0	4	0.52	0	0
Asquith	1,056	3	1	0	4	0.38	1	0
Assiniboia	2,930	11	3	0	14	0.48	3	0
Avonlea	555	2	0	0	2	0.36	0	0
Balcarres	712	1	0	0	1	0.14	0	0
Balgonie	2,385	9	7	0	16	0.67	9	0
Battleford	4,821	29	8	0	37	0.77	9	0
Beauval	866	6	2	0	8	0.92	2	0
Beechy	519	0	0	0	0	0.00	0	0
Bengough	625	5	0	0	5	0.80	0	0
Bethune	546	2	0	0	2	0.37	0	0
Bienfait	1,081	2	0	0	2	0.19	0	0
Big River	1,384	7	1	0	8	0.58	1	0
Biggar	3,065	15	2	0	17	0.55	3	0
Birch Hills	1,456	6	1	0	7	0.48	1	0
Bjorkdale	365	0	0	0	0	0.00	0	0
Blaine Lake	801	3	1	0	4	0.50	1	0
Borden	570	2	0	0	2	0.35	0	0
Bredenbury	523	0	1	0	1	0.19	1	0
Broadview	685	7	5	0	12	1.75	7	0
Bruno	752	1	0	0	1	0.13	0	0
Buchanan	338	1	0	0	1	0.30	0	0
Buena Vista	601	1	1	0	2	0.33	1	0
Buffalo Narrows	1,431	11	1	0	12	0.84	1	0
Bulyea	263	2	0	0	2	0.76	0	0
Burstall	396	1	0	0	1	0.25	0	0
Bushell Park	284	0	0	0	0	0.00	0	0
Cabri	619	1	0	0	1	0.16	0	0
Candle Lake	749	5	0	0	5	0.67	0	0
Canora	2,720	16	4	0	20	0.74	4	0
Canwood	592	1	0	0	1	0.17	0	0
Carievale	398	0	0	0	0	0.00	0	0
Carlyle	2,111	17	0	0	17	0.81	0	0
Carnduff	1,424	2	1	0	3	0.21	1	0
Caronport	1,216	1	1	0	2	0.16	1	0
Carrot River	1,654	5	1	0	6	0.36	1	0
Central Butte	628	0	1	0	1	0.16	1	0
Chaplin	342	3	0	0	3	0.88	0	0
Choiceland	561	5	0	0	5	0.89	0	0
Christopher Lake	1,376	0	0	0	0	0.00	0	0
Churchbridge	1,095	2	0	0	2	0.18	0	0
Clavet	954	1	0	0	1	0.10	0	0
Climax	289	1	0	0	1	0.35	0	0
Cochin	460	0	0	0	0	0.00	0	0

2017 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Codette	380	0	0	0	0	0.00	0	0
Coleville	375	0	0	0	0	0.00	0	0
Colonsay	651	1	0	0	1	0.15	0	0
Consul	254	0	0	0	0	0.00	0	0
Coronach	879	1	0	0	1	0.11	0	0
Craik	638	1	0	0	1	0.16	0	0
Craven	957	2	1	0	3	0.31	1	0
Creighton	1,850	10	0	0	10	0.54	0	0
Cudworth	911	2	0	0	2	0.22	0	0
Cumberland House	718	1	0	1	2	0.28	0	1
Cupar	813	4	1	0	5	0.62	1	0
Cut Knife	876	3	1	0	4	0.46	1	0
Dalmeny	2,127	2	0	0	2	0.09	0	0
Davidson	1,445	10	1	0	11	0.76	2	0
Debden	635	4	0	0	4	0.63	0	0
Delisle	1,641	4	0	0	4	0.24	0	0
Denare Beach	700	1	0	0	1	0.14	0	0
Denzil	257	0	0	0	0	0.00	0	0
Dinsmore	559	3	0	0	3	0.54	0	0
Doddsland	351	3	0	0	3	0.85	0	0
Dorintosh	358	1	0	0	1	0.28	0	0
Drake	327	0	0	0	0	0.00	0	0
Duck Lake	489	3	3	0	6	1.23	6	0
Dundurn	1,589	3	0	0	3	0.19	0	0
Dysart	321	1	0	0	1	0.31	0	0
Earl Grey	394	0	0	0	0	0.00	0	0
Eastend	769	3	0	0	3	0.39	0	0
Eatonia	791	3	0	0	3	0.38	0	0
Edam	736	0	0	0	0	0.00	0	0
Edenwold	338	0	0	0	0	0.00	0	0
Elbow	410	2	0	0	2	0.49	0	0
Elrose	662	0	0	0	0	0.00	0	0
Englefeld	379	2	0	0	2	0.53	0	0
Esterhazy	3,231	19	2	0	21	0.65	2	0
Eston	1,361	7	0	0	7	0.51	0	0
Fillmore	424	1	0	0	1	0.24	0	0
Flin Flon	295	0	0	0	0	0.00	0	0
Foam Lake	1,552	8	3	0	11	0.71	3	0
Fort Qu'Appelle	2,745	20	6	0	26	0.95	7	0
Fox Valley	527	0	0	0	0	0.00	0	0
Francis	328	0	0	0	0	0.00	0	0
Frontier	629	1	0	0	1	0.16	0	0
Gainsborough	340	2	0	0	2	0.59	0	0
Glaslyn	562	0	0	0	0	0.00	0	0
Glenavon	312	3	0	0	3	0.96	0	0
Goodsoil	693	1	0	0	1	0.14	0	0
Govan	278	1	1	0	2	0.72	1	0
Grand Coulee	307	0	0	0	0	0.00	0	0
Gravelbourg	1,507	12	1	0	13	0.86	1	0
Grayson	336	2	0	0	2	0.60	0	0
Green Lake	564	4	0	0	4	0.71	0	0
Grenfell	1,444	6	0	0	6	0.42	0	0
Gull Lake	1,383	4	0	0	4	0.29	0	0

2017 Traffic Collision Statistics
Urban Communities with a Population Between 250 and 5,000

Table 11.7

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Hafford	678	2	0	0	2	0.29	0	0
Hague	1,785	4	3	0	7	0.39	3	0
Hanley	737	3	1	0	4	0.54	2	0
Harris	280	0	0	0	0	0.00	0	0
Hepburn	1,030	3	0	0	3	0.29	0	0
Hodgeville	414	0	0	0	0	0.00	0	0
Hudson Bay	2,361	14	0	0	14	0.59	0	0
Ile-A-La-Crosse	1,324	0	0	0	0	0.00	0	0
Imperial	437	3	0	0	3	0.69	0	0
Indian Head	2,213	8	1	0	9	0.41	1	0
Invermay	400	1	0	0	1	0.25	0	0
Ituna	933	3	0	0	3	0.32	0	0
Kamsack	2,136	15	0	0	15	0.70	0	0
Kelliher	390	1	0	0	1	0.26	0	0
Kelvington	1,137	5	0	0	5	0.44	0	0
Kenaston	623	3	0	0	3	0.48	0	0
Kennedy	333	2	1	0	3	0.90	1	0
Kenosee Lake	412	3	0	0	3	0.73	0	0
Kerrobert	1,317	8	1	0	9	0.68	2	0
Kinistino	784	4	0	0	4	0.51	0	0
Kipling	1,319	5	0	0	5	0.38	0	0
Kyle	820	0	0	0	0	0.00	0	0
La Loche	2,297	29	10	1	40	1.74	13	1
La Ronge	2,367	31	6	0	37	1.56	8	0
Lafleche	616	1	1	0	2	0.32	1	0
Laird	367	2	0	0	2	0.54	0	0
Lake Lenore	491	0	0	0	0	0.00	0	0
Lampman	977	1	0	0	1	0.10	0	0
Langenburg	1,516	9	2	0	11	0.73	3	0
Langham	1,938	4	0	0	4	0.21	0	0
Lanigan	1,664	7	3	0	10	0.60	6	0
Lashburn	1,406	3	2	0	5	0.36	2	0
Leader	1,137	3	1	0	4	0.35	2	0
Leask	557	3	0	0	3	0.54	0	0
Lebret	324	0	0	0	0	0.00	0	0
Lemberg	361	0	0	0	0	0.00	0	0
Leoville	543	0	1	0	1	0.18	1	0
Leroy	625	0	0	0	0	0.00	0	0
Lipton	436	1	1	0	2	0.46	1	0
Loon Lake	569	2	0	0	2	0.35	0	0
Lucky Lake	470	1	0	0	1	0.21	0	0
Lumsden	2,588	10	3	0	13	0.50	4	0
Luseland	806	6	1	0	7	0.87	1	0
Macklin	1,861	4	1	0	5	0.27	2	0
Macoun	393	1	0	0	1	0.25	0	0
Macrorie	261	0	0	0	0	0.00	0	0
Maidstone	1,701	8	0	0	8	0.47	0	0
Makwa	257	1	0	0	1	0.39	0	0
Manitou Beach	308	0	0	0	0	0.00	0	0
Mankota	358	1	1	0	2	0.56	2	0
Manor	470	1	0	0	1	0.21	0	0
Maple Creek	3,184	18	1	0	19	0.60	3	0
Marcelin	278	2	0	0	2	0.72	0	0

2017 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Marsden	429	2	0	0	2	0.47	0	0
Marshall	783	2	0	0	2	0.26	0	0
Maryfield	457	1	1	0	2	0.44	2	0
McLean	503	3	0	0	3	0.60	0	0
Meath Park	431	1	0	0	1	0.23	0	0
Medstead	343	1	0	0	1	0.29	0	0
Meota	648	3	1	0	4	0.62	2	0
Mervin	274	1	0	0	1	0.36	0	0
Midale	870	1	1	0	2	0.23	2	0
Middle Lake	456	0	0	0	0	0.00	0	0
Milden	388	0	0	0	0	0.00	0	0
Milestone	876	4	1	0	5	0.57	2	0
Montmartre	669	3	0	0	3	0.45	0	0
Moosomin	3,307	19	4	0	23	0.70	8	0
Morse	384	3	0	0	3	0.78	0	0
Mortlach	396	2	0	0	2	0.51	0	0
Mossbank	534	2	0	0	2	0.37	0	0
Muenster	591	2	1	0	3	0.51	1	0
Naicam	878	4	2	0	6	0.68	4	0
Neilburg	752	3	0	0	3	0.40	0	0
Neudorf	319	1	0	0	1	0.31	0	0
Nokomis	469	1	0	0	1	0.21	0	0
Norquay	791	2	0	0	2	0.25	0	0
Odessa	350	1	0	0	1	0.29	0	0
Ogema	604	2	0	0	2	0.33	0	0
Osler	1,895	2	2	0	4	0.21	2	0
Outlook	3,038	17	1	0	18	0.59	2	0
Oxbow	1,661	2	0	0	2	0.12	0	0
Pangman	339	0	0	0	0	0.00	0	0
Paradise Hill	849	1	1	0	2	0.24	1	0
Pelly	400	0	0	0	0	0.00	0	0
Pense	692	3	1	0	4	0.58	1	0
Perdue	537	3	0	0	3	0.56	0	0
Pierceland	1,072	3	1	0	4	0.37	4	0
Pilot Butte	2,954	7	0	0	7	0.24	0	0
Pinehouse Lake	1,237	0	0	0	0	0.00	0	0
Plenty	281	2	0	0	2	0.71	0	0
Ponteix	898	5	1	0	6	0.67	1	0
Porcupine Plain	1,373	0	0	0	0	0.00	0	0
Preeceville	1,532	4	2	0	6	0.39	2	0
Prud'Homme	290	0	0	0	0	0.00	0	0
Qu'Appelle	813	1	0	0	1	0.12	0	0
Quill Lake	734	0	0	0	0	0.00	0	0
Radisson	665	2	1	0	3	0.45	2	0
Radville	1,049	0	0	0	0	0.00	0	0
Raymore	737	5	0	0	5	0.68	0	0
Redvers	1,404	6	0	0	6	0.43	0	0
Regina Beach	1,340	8	0	0	8	0.60	0	0
Rhein	284	0	1	0	1	0.35	1	0
Rocanville	1,306	12	0	0	12	0.92	0	0
Rockglen	571	4	0	0	4	0.70	0	0
Rose Valley	503	4	0	0	4	0.80	0	0
Rosetown	3,325	17	3	0	20	0.60	4	0

2017 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Rosthern	2,131	16	1	0	17	0.80	1	0
Rouleau	588	0	0	0	0	0.00	0	0
Saltcoats	795	1	0	0	1	0.13	0	0
Sandy Bay	467	2	1	0	3	0.64	4	0
Sedley	482	0	0	0	0	0.00	0	0
Semans	266	0	0	0	0	0.00	0	0
Shaunavon	2,451	13	0	0	13	0.53	0	0
Shell Lake	573	2	0	0	2	0.35	0	0
Shellbrook	2,012	11	4	0	15	0.75	5	0
Silton	654	0	0	0	0	0.00	0	0
Smeaton	275	1	0	0	1	0.36	0	0
Southey	1,168	4	0	0	4	0.34	0	0
Spalding	371	1	0	0	1	0.27	0	0
Spiritwood	1,451	11	0	0	11	0.76	0	0
Springside	678	1	0	0	1	0.15	0	0
Spy Hill	269	3	0	0	3	1.12	0	0
St Brieux	927	0	0	0	0	0.00	0	0
St Louis	659	0	0	0	0	0.00	0	0
St Walburg	1,173	0	0	0	0	0.00	0	0
Star City	622	0	0	0	0	0.00	0	0
Stockholm	499	2	0	0	2	0.40	0	0
Stoughton	836	5	0	0	5	0.60	0	0
Strasbourg	1,023	5	0	0	5	0.49	0	0
Sturgis	841	6	0	0	6	0.71	0	0
Theodore	492	0	0	0	0	0.00	0	0
Tisdale	4,086	31	4	0	35	0.86	7	0
Tompkins	291	1	1	0	2	0.69	1	0
Torquay	336	0	1	0	1	0.30	1	0
Turtleford	901	1	0	0	1	0.11	0	0
Unity	3,264	11	0	0	11	0.34	0	0
Vanguard	278	0	1	0	1	0.36	1	0
Vanscoy	952	4	1	0	5	0.53	2	0
Vibank	577	1	1	0	2	0.35	1	0
Viscount	314	3	0	0	3	0.96	0	0
Vonda	555	2	0	0	2	0.36	0	0
Wadena	1,558	12	0	0	12	0.77	0	0
Wakaw	1,271	3	2	0	5	0.39	2	0
Waldeck	384	1	1	0	2	0.52	2	0
Waldheim	1,417	1	0	0	1	0.07	0	0
Wapella	480	1	0	0	1	0.21	0	0
Watrous	2,205	12	0	0	12	0.54	0	0
Watson	898	5	0	0	5	0.56	0	0
Wawota	745	1	0	0	1	0.13	0	0
White City	4,368	12	1	0	13	0.30	1	0
White Fox	623	0	0	0	0	0.00	0	0
Whitewood	1,235	5	2	0	7	0.57	2	0
Wilcox	414	0	0	0	0	0.00	0	0
Wilkie	1,445	3	1	0	4	0.28	2	0
Willow Bunch	381	0	0	0	0	0.00	0	0
Windthorst	316	0	0	0	0	0.00	0	0
Wolseley	1,029	5	5	0	10	0.97	7	0

2017 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Wynyard	2,140	11	2	0	13	0.61	5	0
Yellow Grass	625	2	0	0	2	0.32	0	0
Young	379	1	0	0	1	0.26	0	0
Zenon Park	282	0	0	0	0	0.00	0	0
Totals	252,257	990	160	2	882	0.35	222	2

Summary of Urban Collisions

Communities under 250	23,086	55	13	0	68	0.29	18	0
Communities 250 to 5,000	252,257	990	160	2	1,152	0.46	222	2
Communities over 5,000	749,889	14,450	2,079	14	16,543	2.21	3,484	18
Total - All Communities	1,025,232	15,495	2,252	16	17,763	1.73	3,724	20

2017 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
				Property Damage	Personal Injury	Fatal	Total			Injured	Killed
001	Argyle	131	4.44	5	0	0	5	1.13	3.82	0	0
002	Mount Pleasant	210	7.19	5	0	0	5	0.70	2.38	0	0
003	Enniskillen	205	7.24	13	0	0	13	1.80	6.34	0	0
004	Coalfields	211	8.43	10	1	0	11	1.30	5.21	1	0
005	Estevan	679	12.09	18	2	0	20	1.65	2.95	2	0
006	Cambria	175	6.35	7	2	0	9	1.42	5.14	2	0
007	Souris Valley	196	6.91	10	2	0	12	1.74	6.12	2	0
008	Lake Alma	165	3.69	4	0	0	4	1.09	2.42	0	0
009	Surprise Valley	27	2.93	4	0	0	4	1.37	14.81	0	0
010	Happy Valley	22	1.18	1	0	0	1	0.85	4.55	0	0
011	Hart Butte	89	5.87	9	1	0	10	1.70	11.24	1	0
012	Poplar Valley	164	2.76	7	1	0	8	2.89	4.88	1	0
017	Val Marie	418	5.10	0	1	0	1	0.20	0.24	1	0
018	Lone Tree	66	2.28	4	0	0	4	1.75	6.06	0	0
019	Frontier	100	4.38	6	0	0	6	1.37	6.00	0	0
031	Storthoaks	109	3.92	1	1	0	2	0.51	1.83	2	0
032	Reciprocity	186	9.43	7	0	0	7	0.74	3.76	0	0
033	Moose Creek	174	7.15	2	0	0	2	0.28	1.15	0	0
034	Browning	223	13.01	10	1	0	11	0.85	4.93	1	0
035	Benson	188	8.31	4	0	0	4	0.48	2.13	0	0
036	Cymri	226	15.96	11	3	0	14	0.88	6.19	4	0
037	Lomond	214	9.98	4	0	0	4	0.40	1.87	0	0
038	Laurier	175	6.01	7	1	0	8	1.33	4.57	1	0
039	The Gap	68	3.93	4	1	0	5	1.27	7.35	1	0
040	Bengough	78	5.69	7	0	0	7	1.23	8.97	0	0
042	Willow Bunch	123	5.32	9	1	0	10	1.88	8.13	2	0
043	Old Post	189	5.07	2	0	0	2	0.39	1.06	0	0
044	Waverley	130	4.37	4	0	0	4	0.92	3.08	0	0
045	Mankota	169	4.65	7	0	0	7	1.50	4.14	0	0
046	Glen McPherson	47	1.81	0	0	0	0	0.00	0.00	0	0
049	White Valley	214	12.37	10	1	0	11	0.89	5.14	1	0
051	Reno	167	5.95	1	2	0	3	0.50	1.80	2	0
061	Antler	150	7.72	8	0	0	8	1.04	5.33	0	0
063	Moose Mountain	259	7.60	17	1	0	18	2.37	6.95	2	0
064	Brock	240	10.13	18	0	0	18	1.78	7.50	0	0
065	Tecumseh	230	7.03	2	0	0	2	0.28	0.87	0	0
066	Griffin	191	8.58	4	0	0	4	0.47	2.09	0	0
067	Weyburn	484	10.15	6	1	0	7	0.69	1.45	3	0
068	Brokenshell	127	3.83	1	0	0	1	0.26	0.79	0	0
069	Norton	102	4.18	2	0	0	2	0.48	1.96	0	0
070	Key West	101	5.02	6	1	0	7	1.40	6.93	1	0
071	Excel	136	5.27	7	1	0	8	1.52	5.88	1	0
072	Lake of The Rivers	151	6.04	3	1	0	4	0.66	2.65	2	0
073	Stonehenge	199	5.83	1	1	0	2	0.34	1.01	2	0
074	Wood River	143	4.99	4	0	0	4	0.80	2.80	0	0
075	Pinto Creek	106	4.42	3	0	0	3	0.68	2.83	0	0
076	Auvergne	171	5.17	7	1	0	8	1.55	4.68	1	0
077	Wise Creek	148	2.75	2	0	0	2	0.73	1.35	0	0

2017 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
				Property Damage	Personal Injury	Fatal	Total			Injured	Killed
078	Grassy Creek	118	4.04	5	1	0	6	1.49	5.08	2	0
079	Arlington	152	7.97	11	0	0	11	1.38	N/A	0	0
091	Maryfield	261	5.64	7	0	0	7	1.24	2.68	0	0
092	Walpole	158	6.19	3	0	0	3	0.48	1.90	0	0
093	Wawken	203	5.38	8	0	0	8	1.49	3.94	0	0
094	Hazelwood	126	8.27	4	0	0	4	0.48	3.17	0	0
095	Golden West	223	8.26	5	1	0	6	0.73	2.69	1	0
096	Fillmore	104	7.61	7	0	0	7	0.92	6.73	0	0
097	Wellington	155	4.84	2	0	0	2	0.41	1.29	0	0
098	Scott	114	5.00	5	0	0	5	1.00	4.39	0	0
099	Caledonia	148	4.06	3	0	0	3	0.74	2.03	0	0
100	Elmsthorpe	63	4.74	7	1	0	8	1.69	12.70	1	0
101	Terrell	107	4.13	4	0	0	4	0.97	3.74	0	0
102	Lake Johnston	59	3.62	6	0	0	6	1.66	10.17	0	0
103	Sutton	88	5.61	4	0	0	4	0.71	4.55	0	0
104	Gravelbourg	138	4.51	3	0	0	3	0.67	2.17	0	0
105	Glen Bain	176	3.79	0	0	0	0	0.00	0.00	0	0
106	Whiska Creek	116	4.24	3	0	0	3	0.71	2.59	0	0
107	Lac Pelletier	255	3.83	3	0	0	3	0.78	1.18	0	0
108	Bone Creek	141	5.83	7	0	0	7	1.20	4.96	0	0
109	Carmichael	444	5.43	4	0	0	4	0.74	0.90	0	0
110	Piapot	124	7.39	8	0	0	8	1.08	6.45	0	0
111	Maple Creek	363	11.59	23	1	0	24	2.07	6.61	1	0
121	Moosomin	180	6.59	17	0	0	17	2.58	9.44	0	0
122	Martin	123	7.39	5	1	0	6	0.81	4.88	2	0
123	Silverwood	223	5.71	9	0	0	9	1.58	4.04	0	0
124	Kingsley	218	8.69	12	1	0	13	1.50	5.96	1	0
125	Chester	166	6.78	7	1	0	8	1.18	4.82	2	0
126	Montmartre	220	9.77	10	3	1	14	1.43	6.36	5	1
127	Francis	258	9.22	12	0	0	12	1.30	4.65	0	0
128	Lajord	196	7.80	10	3	0	13	1.67	6.63	7	0
129	Bratt's Lake	158	5.99	3	2	0	5	0.84	3.16	2	0
130	Redburn	129	5.23	3	1	0	4	0.76	3.10	1	0
131	Baildon	287	6.72	4	0	0	4	0.60	1.39	0	0
132	Hillsborough	44	0.97	1	0	0	1	1.03	2.27	0	0
133	Rodgers	34	2.56	0	0	0	0	0.00	0.00	0	0
134	Shamrock	103	3.42	3	1	0	4	1.17	3.88	1	0
135	Lawtonia	152	4.34	6	0	0	6	1.38	3.95	0	0
136	Coulee	306	4.56	3	0	0	3	0.66	0.98	0	0
137	Swift Current	840	8.62	14	3	0	17	1.97	2.02	3	0
138	Webb	387	8.22	9	2	0	11	1.34	2.84	2	0
139	Gull Lake	91	5.67	12	0	0	12	2.12	13.19	0	0
141	Big Stick	79	3.45	2	0	0	2	0.58	2.53	0	0
142	Enterprise	61	6.54	2	0	1	3	0.46	4.92	1	1
151	Rocanville	243	7.92	13	1	0	14	1.77	5.76	1	0
152	Spy Hill	129	7.55	10	2	0	12	1.59	9.30	2	0
153	Willowdale	146	5.57	5	1	0	6	1.08	4.11	4	0
154	Elcapo	198	10.71	19	2	0	21	1.96	10.61	2	0

2017 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
				Property Damage	Personal Injury	Fatal	Total			Injured	Killed
155	Wolseley	185	8.18	7	2	0	9	1.10	4.86	4	0
156	Indian Head	198	9.19	13	1	0	14	1.52	7.07	1	0
157	South Qu'Appelle	666	8.46	9	0	0	9	1.06	1.35	0	0
158	Edenwold	721	19.21	75	13	0	88	4.58	12.21	22	0
159	Sherwood	414	22.34	51	6	0	57	2.55	13.77	8	0
160	Pense	271	10.71	8	1	0	9	0.84	3.32	1	0
161	Moose Jaw	451	8.23	18	1	0	19	2.31	4.21	2	0
162	Caron	208	4.50	3	0	0	3	0.67	1.44	0	0
163	Wheatlands	74	4.02	5	1	0	6	1.49	8.11	1	0
164	Chaplin	92	2.52	4	0	0	4	1.58	4.35	0	0
165	Morse	171	8.87	10	1	0	11	1.24	6.43	1	0
166	Excelsior	617	9.18	5	1	0	6	0.65	0.97	1	0
167	Saskatchewan Landing	221	5.27	3	1	0	4	0.76	1.81	2	0
168	Riverside	347	9.87	7	1	0	8	0.81	2.31	1	0
169	Pittville	96	5.26	7	1	0	8	1.52	8.33	1	0
171	Fox Valley	120	5.00	2	0	0	2	0.40	1.67	0	0
181	Langenburg	457	7.53	9	0	0	9	1.19	1.97	0	0
183	Fertile Belt	361	11.03	33	3	0	36	3.26	9.97	4	0
184	Grayson	168	7.07	7	1	0	8	1.13	4.76	1	0
185	McLeod	356	7.86	5	1	1	7	0.89	1.97	1	1
186	Abernethy	130	7.39	5	4	0	9	1.22	6.92	7	0
187	North Qu'Appelle	164	9.65	11	2	0	13	1.35	7.93	2	0
189	Lumsden	705	17.23	18	4	0	22	1.28	3.12	5	0
190	Dufferin	208	10.65	14	3	0	17	1.60	8.17	3	0
191	Marquis	153	5.28	5	1	0	6	1.14	3.92	1	0
193	Eyebrow	133	5.10	4	0	0	4	0.78	3.01	0	0
194	Enfield	148	5.81	2	1	1	4	0.69	2.70	2	1
211	Churchbridge	241	7.26	8	0	0	8	1.10	3.32	0	0
213	Saltcoats	305	7.58	12	0	0	12	1.58	3.93	0	0
214	Cana	745	5.82	16	1	0	17	2.92	2.28	1	0
215	Stanley	210	7.03	9	1	0	10	1.42	4.76	1	0
216	Tullymet	212	3.79	1	0	0	1	0.26	0.47	0	0
217	Lipton	189	5.97	4	0	0	4	0.67	2.12	0	0
218	Cupar	221	7.96	8	2	0	10	1.26	4.52	4	0
219	Longlaketon	442	10.01	13	0	0	13	1.30	2.94	0	0
220	McKillop	262	7.55	15	1	0	16	2.12	6.11	3	0
221	Sarnia	164	6.98	8	0	0	8	1.15	4.88	0	0
222	Craik	103	5.58	4	1	0	5	0.90	4.85	1	0
223	Huron	72	3.66	3	2	0	5	1.37	6.94	2	0
224	Maple Bush	99	6.17	3	0	0	3	0.49	3.03	0	0
225	Canaan	48	3.89	3	0	0	3	0.77	6.25	0	0
226	Victory	140	4.81	9	2	0	11	2.29	7.86	2	0
228	Lacadena	217	9.11	6	0	0	6	0.66	2.76	0	0
229	Miry Creek	126	8.09	5	0	0	5	0.62	3.97	0	0
230	Clinworth	104	5.10	5	0	0	5	0.98	4.81	0	0
231	Happyland	133	6.97	7	0	1	8	1.15	6.02	1	1
232	Deer Forks	87	3.10	6	1	0	7	2.26	8.05	1	0
241	Calder	130	4.24	4	1	0	5	1.18	3.85	1	0

2017 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
				Property Damage	Personal Injury	Fatal	Total			Injured	Killed
243	Wallace	421	6.80	10	1	0	11	1.62	2.61	1	0
244	Orkney	587	8.31	10	2	0	12	1.44	2.04	4	0
245	Garry	157	5.61	0	0	0	0	0.00	0.00	0	0
246	Ituna Bon Accord	144	5.74	9	0	0	9	1.57	6.25	0	0
247	Kellross	194	6.35	5	0	0	5	0.79	2.58	0	0
248	Touchwood	109	7.02	3	0	0	3	0.43	2.75	0	0
250	Last Mountain Valley	113	6.61	2	1	0	3	0.45	2.65	7	0
251	Big Arm	61	5.12	4	0	0	4	0.78	6.56	0	0
252	Arm River	104	7.07	4	0	0	4	0.57	3.85	0	0
253	Willner	166	4.90	1	0	0	1	0.20	0.60	0	0
254	Loreburn	196	5.54	6	0	0	6	1.08	3.06	0	0
255	Coteau	194	5.66	7	0	0	7	1.24	3.61	0	0
256	King George	82	3.47	4	0	0	4	1.15	4.88	0	0
257	Monet	190	8.26	9	1	0	10	1.21	5.26	1	0
259	Snipe Lake	182	11.63	11	0	0	11	0.95	6.04	0	0
260	Newcombe	146	4.68	2	1	0	3	0.64	2.05	1	0
261	Chesterfield	195	10.26	3	2	0	5	0.49	2.56	3	0
271	Cote	163	3.61	4	0	0	4	1.11	2.45	0	0
273	Sliding Hills	327	6.62	4	1	0	5	0.76	1.53	1	0
274	Good Lake	358	6.96	6	2	0	8	1.15	2.23	4	0
275	Insinger	123	5.22	7	0	0	7	1.34	5.69	0	0
276	Foam Lake	265	9.55	7	1	0	8	0.84	3.02	1	0
277	Emerald	179	5.94	3	1	0	4	0.67	2.23	1	0
279	Mount Hope	290	14.55	6	0	0	6	0.41	2.07	0	0
280	Wreford	155	4.45	1	0	0	1	0.22	0.65	0	0
281	Wood Creek	178	4.77	5	0	0	5	1.05	2.81	0	0
282	McCraney	117	5.52	4	0	0	4	0.72	3.42	0	0
283	Rosedale	216	7.19	8	0	1	9	1.25	4.17	0	1
284	Rudy	223	5.90	9	4	0	13	2.20	5.83	4	0
285	Fertile Valley	194	5.84	11	1	0	12	2.05	6.19	1	0
286	Milden	82	4.72	2	1	0	3	0.64	3.66	3	0
287	St. Andrews	180	7.27	7	0	0	7	0.96	3.89	0	0
288	Pleasant Valley	120	4.77	7	1	0	8	1.68	6.67	1	0
290	Kindersley	449	17.80	31	3	1	35	1.97	7.80	4	1
292	Milton	79	4.15	5	0	0	5	1.20	6.33	0	0
301	St. Philips	81	3.31	4	0	1	5	1.51	6.17	0	1
303	Keys	154	5.27	3	2	0	5	0.95	3.25	2	0
304	Buchanan	140	4.51	2	1	1	4	0.89	2.86	5	1
305	Inveay	108	5.35	4	1	0	5	0.93	4.63	2	0
307	Elfros	310	5.78	6	1	0	7	1.21	2.26	1	0
308	Big Quill	392	7.34	10	2	0	12	1.63	3.06	2	0
309	Prairie Rose	139	5.93	4	1	0	5	0.84	3.60	2	0
310	Usborne	157	13.32	14	2	0	16	1.20	10.19	2	0
312	Morris	113	8.29	15	0	0	15	1.81	13.27	0	0
313	Lost River	109	5.29	5	0	0	5	0.94	4.59	0	0
314	Dundurn	618	8.41	15	2	0	17	2.02	2.75	2	0
315	Montrose	336	6.80	6	0	0	6	0.88	1.79	0	0

2017 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
				Property Damage	Personal Injury	Fatal	Total			Injured	Killed
316	Harris	92	5.02	4	2	0	6	1.19	6.52	4	0
317	Marriott	151	4.29	3	0	0	3	0.70	1.99	0	0
318	Mountain View	116	5.33	5	0	0	5	0.94	4.31	0	0
319	Winslow	138	10.03	5	0	0	5	0.50	3.62	0	0
320	Oakdale	105	13.61	7	1	0	8	0.59	7.62	2	0
321	Prairiedale	75	5.79	4	1	0	5	0.86	6.67	1	0
322	Antelope Park	44	3.00	5	0	0	5	1.67	11.36	0	0
331	Livingston	147	5.28	5	1	0	6	1.14	4.08	3	0
333	Clayton	282	7.37	5	0	0	5	0.68	1.77	0	0
334	Preeceville	507	9.89	15	2	0	17	1.72	3.35	2	0
335	Hazel Dell	429	6.94	5	0	0	5	0.72	1.17	0	0
336	Sasman	610	10.24	4	1	0	5	0.49	0.82	2	0
337	Lakeview	154	6.55	7	1	0	8	1.22	5.19	1	0
338	Lakeside	155	4.62	9	0	0	9	1.95	5.81	0	0
339	LeRoy	203	12.39	14	1	0	15	1.21	7.39	1	0
340	Wolverine	329	6.33	2	0	0	2	0.32	0.61	0	0
341	Viscount	292	6.61	7	0	1	8	1.21	2.74	0	1
342	Colonsay	89	4.09	2	0	0	2	0.49	2.25	0	0
343	Blucher	587	10.39	23	4	0	27	2.60	4.60	4	0
344	Corman Park	2,599	82.75	185	27	0	212	2.56	8.16	36	0
345	Vanscoy	1,113	14.94	22	3	0	25	1.67	2.25	5	0
346	Perdue	365	5.47	6	1	0	7	1.28	1.92	1	0
347	Biggar	239	7.63	8	0	0	8	1.05	3.35	0	0
349	Grandview	90	5.18	6	1	0	7	1.35	7.78	1	0
350	Mariposa	66	4.02	6	0	0	6	1.49	9.09	0	0
351	Progress	130	10.07	7	1	0	8	0.79	6.15	1	0
352	Heart's Hill	123	11.52	0	0	0	0	0.00	0.00	0	0
366	Kelvington	164	6.81	8	1	0	9	1.32	5.49	2	0
367	Ponass Lake	173	7.74	11	2	0	13	1.68	7.51	2	0
368	Spalding	189	10.12	9	0	0	9	0.89	4.76	0	0
369	St. Peter	272	9.81	8	0	0	8	0.82	2.94	0	0
370	Humboldt	298	9.55	15	2	0	17	1.78	5.70	8	0
371	Bayne	331	7.57	13	0	0	13	1.72	3.93	0	0
372	Grant	186	6.53	7	2	0	9	1.38	4.84	2	0
373	Aberdeen	526	7.81	10	6	0	16	2.05	3.04	10	0
376	Eagle Creek	210	5.49	4	0	0	4	0.73	1.90	0	0
377	Glenside	181	4.31	4	1	0	5	1.16	2.76	1	0
378	Rosemount	108	2.39	1	0	0	1	0.42	0.93	0	0
379	Reford	213	5.11	4	1	0	5	0.98	2.35	1	0
380	Tramping Lake	108	3.67	2	1	0	3	0.82	2.78	1	0
381	Grass Lake	281	6.37	1	1	0	2	0.31	0.71	2	0
382	Eye Hill	224	8.74	12	0	0	12	1.37	5.36	0	0
394	Hudson Bay	426	6.08	10	0	0	10	1.65	2.35	0	0
395	Porcupine	299	12.49	15	2	0	17	1.36	5.69	2	0
397	Barrier Valley	186	5.51	11	0	0	11	2.00	5.91	0	0
398	Pleasantdale	219	7.55	8	0	0	8	1.06	3.65	0	0
399	Lake Lenore	346	7.25	13	0	0	13	1.79	3.76	0	0
400	Three Lakes	185	9.08	16	1	0	17	1.87	9.19	1	0

2017 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
				Property Damage	Personal Injury	Fatal	Total			Injured	Killed
401	Hoodoo	408	9.72	14	1	0	15	1.54	3.68	1	0
402	Fish Creek	121	4.71	3	0	0	3	0.64	2.48	0	0
403	Rosthern	689	11.48	19	5	0	24	2.09	3.48	5	0
404	Laird	738	8.42	11	3	0	14	1.66	1.90	3	0
405	Great Bend	196	6.81	7	0	0	7	1.03	3.57	0	0
406	Mayfield	294	4.00	4	0	0	4	1.00	1.36	0	0
409	Buffalo	291	7.88	4	1	0	5	0.63	1.72	1	0
410	Round Valley	159	4.94	2	0	0	2	0.41	1.26	0	0
411	Senlac	110	6.10	7	0	0	7	1.15	6.36	0	0
426	Bjorkdale	245	8.51	11	2	0	13	1.53	5.31	2	0
427	Tisdale	362	8.13	23	0	0	23	2.83	6.35	0	0
428	Star City	379	9.86	2	2	0	4	0.41	1.06	6	0
429	Flett's Springs	300	9.08	6	1	1	8	0.88	2.67	2	1
430	Invergordon	347	6.42	8	2	0	10	1.56	2.88	4	0
431	St. Louis	507	7.87	7	3	0	10	1.27	1.97	3	0
434	Blaine Lake	116	5.46	7	1	0	8	1.47	6.90	4	0
435	Redberry	134	7.19	13	1	0	14	1.95	10.45	4	0
436	Douglas	110	6.91	1	1	0	2	0.29	1.82	1	0
437	North Battleford	387	6.35	23	2	0	25	3.94	6.46	2	0
438	Battle River	470	7.46	7	0	0	7	0.94	1.49	0	0
439	Cut Knife	119	8.41	3	3	0	6	0.71	5.04	3	0
440	Hillsdale	242	10.40	19	1	0	20	1.92	8.26	1	0
442	Manitou Lake	301	10.22	4	1	0	5	0.49	1.66	1	0
456	Arbordale	139	5.60	4	1	0	5	0.89	3.60	1	0
457	Connaught	475	6.57	2	1	0	3	0.46	0.63	1	0
458	Willow Creek	478	6.85	3	4	0	7	1.02	1.46	6	0
459	Kinistino	523	13.34	12	1	1	14	1.05	2.68	3	1
460	Birch Hills	219	7.23	8	0	0	8	1.11	3.65	0	0
461	Prince Albert	946	12.08	9	4	0	13	1.08	1.37	6	0
463	Duck Lake	500	5.60	12	1	0	13	2.32	2.60	2	0
464	Leask	243	12.00	6	1	0	7	0.58	2.88	1	0
466	Meeting Lake	100	4.74	11	0	0	11	2.32	11.00	0	0
467	Round Hill	212	5.66	7	1	0	8	1.41	3.77	1	0
468	Meota	172	6.77	7	0	0	7	1.03	4.07	0	0
469	Turtle River	132	8.52	11	2	0	13	1.53	9.85	2	0
470	Paynton	118	6.06	2	3	1	6	0.99	5.08	5	1
471	Eldon	391	22.32	5	1	1	7	0.31	1.79	2	1
472	Wilton	1,188	32.09	19	4	0	23	0.72	1.94	5	0
486	Moose Range	407	10.41	14	0	0	14	1.34	3.44	0	0
487	Nipawin	320	10.47	14	0	0	14	1.34	4.38	0	0
488	Torch River	581	16.17	15	0	0	15	0.93	2.58	0	0
490	Garden River	255	6.31	3	1	0	4	0.63	1.57	3	0
491	Buckland	961	10.37	42	1	0	43	4.15	4.47	1	0
493	Shellbrook	902	14.37	24	1	0	25	1.74	2.77	1	0
494	Canwood	528	21.67	27	4	0	31	1.43	5.87	5	0
496	Spiritwood	446	17.03	42	4	0	46	2.70	10.31	5	0
497	Medstead	158	6.01	12	2	0	14	2.33	8.86	5	0
498	Parkdale	348	8.88	13	1	0	14	1.58	4.02	1	0

2017 Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
				Property Damage	Personal Injury	Fatal	Total			Injured	Killed
499	Mervin	314	20.07	30	4	0	34	1.69	10.83	6	0
501	Frenchman Butte	613	17.42	34	3	0	37	2.12	6.04	3	0
502	Britannia	1,366	28.05	42	8	0	50	1.78	3.66	9	0
520	Paddockwood	308	8.63	10	2	0	12	1.39	3.90	3	0
521	Lakeland	35	1.59	3	0	0	3	1.88	8.57	0	0
555	Big River	247	6.36	20	2	0	22	3.46	8.91	4	0
561	Loon Lake	228	9.19	11	1	0	12	1.31	5.26	1	0
588	Meadow Lake	1,014	18.87	45	3	0	48	2.54	4.73	3	0
622	Beaver River	426	7.95	14	3	0	17	2.14	3.99	3	0
Totals		75,424	2,279	2,692	314	14	3,020	1.33	4.00	447	14

Other Provinces

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Other Provinces

As Canada continues to observe significant progress and downward trends in fatalities and injuries, jurisdictions have resolved to remain diligent and increase their efforts at making greater gains in improving Canada's level of road safety. In keeping with this progress, a fourth national safety strategy, the Road Safety Strategy (RSS) 2025, has been developed. This strategy operates under the guiding principles described as: *Towards Zero: Ambitious Road Safety Targets and the Safe System Approach*.

The primary purpose of this strategy is to continue the collective national effort in addressing important safety issues in Canada by providing a framework that governments and other road safety stakeholders could use to develop their own plans and interventions to reduce serious injuries and fatalities.

The Vision

The vision for the Road Safety Strategy 2025 is "*Towards Zero: Having the safest roads in the world.*" This approach is consistent with Canada's long standing goal of "Having the safest roads in the world." Initiated by Sweden in 1997, Vision Zero has resulted in that country having one of the lowest traffic-related fatality rates world-wide, and has been adopted by other countries across the globe.

Strategic Objectives

RSS 2025 focuses on safer road users, road infrastructure and vehicles with the following strategic objectives:

- Raising public awareness and commitment to road safety
- Improving communication, cooperation and collaboration among stakeholders
- Enhancing legislation and enforcement
- Improving road safety information in support of research and evaluation
- Improving the safety of vehicles and road safety infrastructure
- Leveraging technology and innovation

Key Principles

The strategy was developed upon the following key principles:

Adopt a Safe System Approach

The Safe System Approach (SSA) is a means by which many leading road safety jurisdictions are achieving their visions of eliminating deaths and serious injuries. This is based on the principles

of ethics, responsibility, safety and mechanisms for change. It is expected that Canadian jurisdictions will implement the SSA in a manner that is appropriate to their environment.

Downward Trend Towards Zero

RSS 2025 seeks to achieve directional downward trends in the rate-based number of fatalities and serious injuries, rather than in actual numbers of fatalities and serious injuries. These trends will be measured annually at the national level, using multi-year rolling averages to smooth out short-term fluctuations, since year-over-year reductions may not be practical or attainable.

In Canada, the rate-based indicators will be:

1. Fatalities and serious injuries per billion kilometres travelled
2. Fatalities and serious injuries per one hundred thousand population

Individual jurisdictions or organizations are expected to establish their own targets with support from government, law enforcement and other road safety stakeholders.

Best Practices

Core to the strategy is an inventory of best practices interventions that have been used by leading road safety countries and found to be effective in reducing fatalities and serious injuries. An online inventory is located at roadsafetystrategy.ca and is available to support national consistency and allow jurisdictions to reference best practices for their own safety plans.

Timeframe

The vision will continue beyond the RSS 2025's timelines and highlights the desire for the best road safety outcomes for all Canadian jurisdictions, provincial, territorial or municipal.

Additional information regarding Canada's Road Safety Strategy 2025 can be obtained from the CCMTA at www.ccmta.ca.

Table 12.1

Collisions and Casualties in Canada

Year	Casualty Collisions	Victims Killed	Victims Injured
1987	196,966	4,283	280,605
1988	193,704	4,154	278,820
1989	196,246	4,238	285,178
1990	181,960	3,963	262,680
1991	173,921	3,690	249,217
1992	172,713	3,501	249,823
1993	171,158	3,615	247,593
1994	167,472	3,230	241,899
1995	164,832	3,313	238,458
1996	156,684	3,129	227,283
1997	150,209	3,076	217,401
1998	148,198	2,919	213,319
1999	151,315	2,980	218,457
2000	155,838	2,904	222,848
2001	151,438	2,758	216,542
2002	156,415	2,921	222,665
2003	152,980	2,777	216,123
2004	147,588	2,735	206,104
2005	148,110	2,898	204,701
2006	145,103	2,871	199,976
2007	141,070	2,753	192,745
2008	129,869	2,431	176,512
2009	125,575	2,216	170,912
2010	125,648	2,238	172,100
2011	122,996	2,023	166,725
2012	123,963	2,077	165,172
2013	122,101	1,951	164,493
2014	115,491	1,852	155,312
2015	118,404	1,858	161,902
2016	117,673	1,898	160,315

Figure 12.1

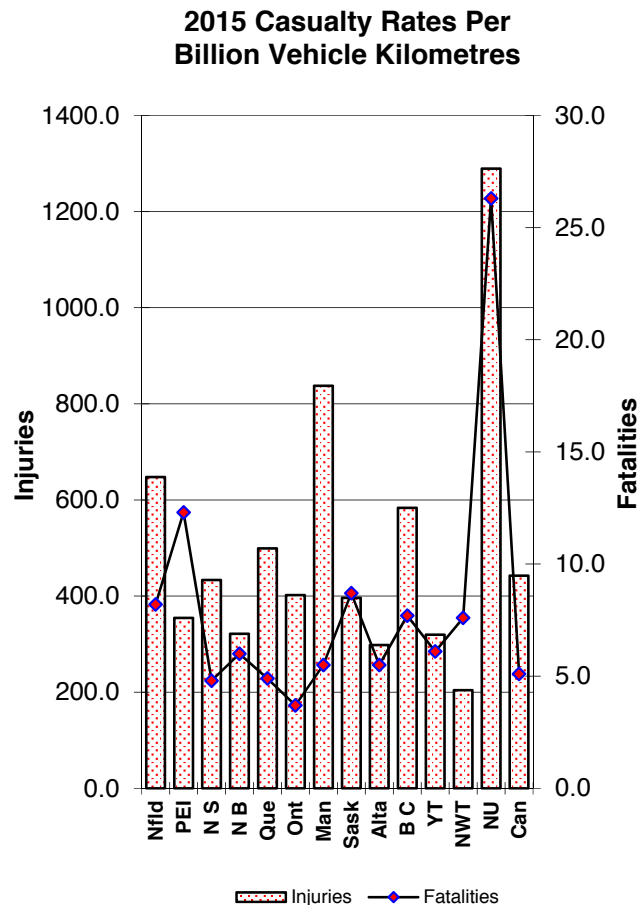

1999 - 2009/2010 Seatbelt Use in Canada by Province/Territory
 (% of All Occupants Wearing Seatbelts In Light-Duty Vehicles*)

Table 12.2

Province	1999	2000	2001	2002	2003	2004/ 2005	2005/ 2006	2006/ 2007	2009/ 2010
Newfoundland	82.9	92.7	92.1	86.3	82.5	87	87.2	86.5	93.1
Prince Edward Island	88.5	85.7	86.7	76.7	78.1	81.4	88.2	97.9	89.7
Nova Scotia	86.6	86.5	88	90.5	89.4	88.7	91.0	92.2	90.1
New Brunswick	85.9	91.5	91.4	90.6	88.8	85.9	87.2	91.5	94.8
Quebec	93	91.4	89.0	91.2	93.3	90.9	91.1	93.0	96.0
Ontario	91.0	91.7	92.5	85.1	86.5	92.1	92.1	92.8	96.0
Manitoba	85.3	84.2	82.3	80.8	85.3	92.1	91.3	89.1	93.8
Saskatchewan	88.2	90.0	91.7	85.7	85.9	93.7	92.9	93.5	96.8
Alberta	89.3	87.2	84.9	77.3	84.9	82.9	83.4	88.9	92.0
British Columbia	89.2	88.7	90.8	79.7	83.2	91.6	91.7	94.8	96.9
Yukon	82.1	79.3	78.1	53.9	85.1	81.5	86.9	82.9	78.1
Northwest Territories	61.1	60.7	62.7	77.1	77.3	75.1	80.2	88.0	84.9
Nunavut	NA	NA	13.4	22.9	21.8	NA	NA	NA	NA
Canada	90.1	90.1	89.9	85.0	87.4	90.5	90.8	92.5	95.3

*Light-duty vehicles include passenger cars, passenger vans and light trucks.

Source of Information: Transport Canada Survey of Seatbelt Use in Canada. Surveys were conducted in urban areas from 1994 to 2001 and in rural areas in 2002. Beginning in 2003, the survey results are an estimate of both urban and rural areas over a two-year period.

Additional information specific to other provinces or Canada may be obtained from the respective province or Transport Canada. A list of contacts in each jurisdiction is listed below.

Table 12.3

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<p>Fair Practices and Customer Relations P.O. Box 1580 Winnipeg, Manitoba R3C 4A4 <i>Phone: 204-985-8770 ext. 7143</i></p>	<p>George Eguakan Traffic Safety Program Evaluation SGI, Auto Fund Div. 5104 Donnelly Cres, P.O. Box 1580 Regina, Saskatchewan S4X 4C9 <i>Phone: 306-775-6274</i> <i>Fax: 306-352-3154</i> <i>Email: geguakan@sgi.sk.ca</i></p>
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Appendix A 1.1

Collision History on Provincial Highways *

Year	Collisions				Victims			Collision Rates			
	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1988	4,563	1,132	93	5,788	1,961	116	2,077	6,295	0.92	1.48	0.18
1989	4,821	1,080	80	5,981	1,962	106	2,068	6,242	0.96	1.28	0.17
1990	5,117	1,086	73	6,276	1,929	84	2,013	6,296	1.00	1.16	0.17
1991	5,571	957	83	6,611	1,689	98	1,787	6,264	1.06	1.32	0.15
1992	5,647	1,051	66	6,764	1,948	78	2,026	6,447	1.05	1.02	0.16
1993	4,337	1,045	72	5,454	1,842	85	1,927	6,692	0.82	1.08	0.16
1994	4,462	1,102	75	5,639	1,905	90	1,995	6,777	0.83	1.11	0.16
1995	4,775	1,166	71	6,012	2,037	87	2,124	7,080	0.85	1.00	0.16
1996	3,699	1,109	63	4,871	1,861	87	1,948	7,141	0.68	0.88	0.16
1997	3,369	1,210	69	4,648	2,057	97	2,154	7,232	0.64	0.95	0.17
1998	2,988	980	71	4,039	1,735	88	1,823	7,481	0.54	0.95	0.13
1999	3,096	1,123	88	4,307	1,946	109	2,055	7,481	0.58	1.18	0.15
2000	3,064	1,061	74	4,199	1,802	85	1,887	7,544	0.56	0.98	0.14
2001	4,064	1,053	67	5,184	1,695	84	1,779	7,341	0.71	0.91	0.14
2002	3,033	1,062	68	4,163	1,713	79	1,792	7,265	0.57	0.94	0.15
2003	3,138	1,051	75	4,264	1,732	83	1,815	7,559	0.56	0.99	0.14
2004	3,889	1,208	64	5,161	1,954	82	2,036	7,547	0.68	0.85	0.16
2005	3,933	1,120	78	5,131	1,746	94	1,840	7,902	0.65	0.99	0.14
2006	4,468	1,203	76	5,747	1,863	83	1,946	7,559	0.76	1.01	0.16
2007	4,579	1,091	71	5,741	1,661	84	1,745	8,338	0.69	0.85	0.13
2008	5,015	1,223	77	6,315	1,902	98	2,000	8,648	0.73	0.89	0.14
2009	5,676	1,167	80	6,923	1,817	97	1,914	8,523	0.81	0.94	0.14
2010	5,825	1,114	86	7,025	1,776	102	1,878	8,932	0.79	0.96	0.12
2011	6,281	1,254	98	7,633	1,881	107	1,988	8,980	0.85	1.09	0.14
2012	5,588	1,179	102	6,869	1,751	128	1,879	9,310	0.74	1.10	0.13
2013	6,375	1,296	69	7,740	1,937	85	2,022	9,419	0.82	0.73	0.14
2014	5,137	914	74	6,125	1,336	85	1,421	9,186	0.67	0.81	0.10
2015	5,672	937	60	6,669	1,383	74	1,457	9,187	0.73	0.65	0.10
2016	6,805	952	60	7,817	1,405	73	1,478	9,662	0.81	0.62	0.10
2017	7,150	854	51	8,055	1,227	63	1,290	9,721	0.83	0.52	0.09

* Effective January 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

The current TAIS system only contains data back to 1988.

Appendix A 1.2

Collision History on Urban Streets*

Year	Collisions				Victims		
	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1988	19,665	3,855	25	23,545	5,151	32	5,183
1989	19,374	3,497	25	22,896	4,671	27	4,698
1990	18,350	3,354	13	21,717	4,387	16	4,403
1991	19,005	3,376	25	22,406	4,562	26	4,588
1992	18,219	3,462	25	21,706	4,767	25	4,792
1993	12,210	3,645	28	15,883	4,909	28	4,937
1994	13,318	3,733	24	17,075	5,022	24	5,046
1995	14,002	3,129	24	17,155	4,255	25	4,280
1996	15,830	2,917	19	18,766	3,887	21	3,908
1997	14,521	3,016	20	17,557	4,128	20	4,148
1998	15,792	3,271	17	19,080	4,348	17	4,365
1999	15,629	3,550	24	19,203	4,834	26	4,860
2000	17,010	3,567	21	20,598	4,789	21	4,810
2001	15,553	3,068	18	18,639	4,056	18	4,074
2002	13,478	3,279	17	16,774	4,343	18	4,361
2003	10,206	3,607	18	13,831	4,722	20	4,742
2004	10,209	3,495	16	13,720	4,555	17	4,572
2005	10,754	3,396	23	14,173	4,408	24	4,432
2006	11,721	3,217	14	14,952	4,199	16	4,215
2007	14,027	3,303	20	17,350	4,295	21	4,316
2008	15,428	3,238	20	18,686	4,165	23	4,188
2009	16,736	3,156	15	19,907	4,019	17	4,036
2010	15,477	3,035	22	18,534	3,908	22	3,930
2011	15,394	3,314	17	18,725	4,149	17	4,166
2012	16,074	3,772	14	19,860	4,685	14	4,699
2013	17,158	3,437	22	20,617	4,308	24	4,332
2014	15,576	3,035	13	18,624	3,789	15	3,804
2015	15,275	2,789	12	18,076	3,530	12	3,542
2016	14,708	2,899	19	17,626	3,711	19	3,730
2017	15,093	2,178	14	17,285	2,784	14	2,798

* Effective January 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

Appendix A 1.3

Collision History on Rural Roads*

Year	Collisions				Victims			Collision Rates			
	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1988	3,300	875	33	4,208	1,433	43	1,476	1,998	2.11	1.65	0.44
1989	3,324	823	49	4,196	1,282	50	1,332	1,903	2.20	2.57	0.43
1990	3,340	758	39	4,137	1,161	42	1,203	1,886	2.19	2.07	0.40
1991	3,301	741	35	4,077	1,141	39	1,180	1,886	2.16	1.86	0.39
1992	3,611	673	28	4,312	1,039	32	1,071	1,932	2.23	1.45	0.35
1993	2,455	663	26	3,144	1,061	30	1,091	1,974	1.59	1.32	0.34
1994	2,576	649	28	3,253	1,055	30	1,085	1,982	1.64	1.41	0.33
1995	2,665	630	29	3,324	1,006	32	1,038	1,997	1.66	1.45	0.32
1996	2,201	585	18	2,804	899	21	920	1,920	1.46	0.94	0.30
1997	2,161	761	33	2,955	1,199	38	1,237	2,018	1.46	1.64	0.38
1998	1,812	583	35	2,430	912	38	950	2,035	1.19	1.72	0.29
1999	1,822	624	30	2,476	960	42	1,002	2,035	1.22	1.47	0.31
2000	1,821	624	31	2,476	954	34	988	2,176	1.14	1.42	0.29
2001	2,440	634	42	3,116	970	45	1,015	2,179	1.43	1.93	0.29
2002	1,668	604	31	2,303	978	33	1,011	2,159	1.07	1.44	0.28
2003	1,610	646	35	2,291	989	37	1,026	2,178	1.05	1.61	0.30
2004	1,672	543	22	2,237	818	24	842	2,194	1.02	1.00	0.25
2005	1,649	474	23	2,146	662	24	686	2,195	0.98	1.05	0.22
2006	1,783	496	25	2,304	748	26	774	2,178	1.06	1.15	0.23
2007	1,975	497	25	2,497	684	28	712	2,184	1.14	1.14	0.23
2008	2,013	500	21	2,534	715	21	736	2,160	1.17	0.97	0.23
2009	2,367	553	30	2,950	792	35	827	2,145	1.38	1.40	0.26
2010	2,104	450	25	2,579	619	31	650	2,170	1.19	1.15	0.21
2011	1,890	467	18	2,375	659	21	680	2,170	1.09	0.83	0.22
2012	1,904	444	26	2,374	641	29	670	2,211	1.07	1.18	0.20
2013	2,129	420	17	2,566	550	23	573	2,220	1.16	0.77	0.19
2014	1,729	336	15	2,080	467	18	485	2,255	0.92	0.67	0.15
2015	1,946	343	21	2,310	455	21	476	2,255	1.02	0.93	0.15
2016	2,396	351	23	2,770	476	26	502	2,291	1.21	1.00	0.15
2017	2,692	314	14	3,020	447	14	461	2,279	1.33	0.61	0.14

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Appendix A 1.4

Collision History on Other Roads*

Year	Collisions				Victims		
	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1988	359	113	9	481	195	9	204
1989	362	120	8	490	224	9	233
1990	359	112	12	483	193	12	205
1991	425	146	8	579	263	8	271
1992	421	146	8	575	291	8	299
1993	280	127	8	415	221	10	231
1994	319	135	7	461	214	7	221
1995	316	90	11	417	174	13	187
1996	293	108	6	407	186	6	192
1997	348	141	8	497	235	9	244
1998	369	128	4	501	230	4	234
1999	390	179	8	577	295	12	307
2000	457	192	10	659	313	10	323
2001	581	157	12	750	241	19	260
2002	601	172	7	780	278	7	285
2003	603	149	8	760	240	8	248
2004	705	157	3	865	217	3	220
2005	914	194	4	1,112	291	4	295
2006	606	157	8	771	264	8	272
2007	498	131	10	639	208	10	218
2008	666	182	14	862	297	14	311
2009	660	170	4	834	258	4	262
2010	694	159	12	865	239	12	251
2011	808	131	5	944	194	5	199
2012	947	171	10	1,128	256	12	268
2013	685	140	7	832	241	7	248
2014	645	147	10	802	225	12	237
2015	674	134	13	821	206	14	220
2016	684	104	7	795	169	7	176
2017	560	109	7	676	150	9	159

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Appendix A 1.5

Collision History on Rural and Other Roads Combined*

Year	Collisions				Victims		
	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1988	3,659	988	42	4,689	1,628	52	1,680
1989	3,686	943	57	4,686	1,506	59	1,565
1990	3,699	870	51	4,620	1,354	54	1,408
1991	3,726	887	43	4,656	1,404	47	1,451
1992	4,032	819	36	4,887	1,330	40	1,370
1993	2,735	790	34	3,559	1,282	40	1,322
1994	2,895	784	35	3,714	1,269	37	1,306
1995	2,981	720	40	3,741	1,180	45	1,225
1996	2,494	693	24	3,211	1,085	27	1,112
1997	2,509	902	41	3,452	1,434	47	1,481
1998	2,181	711	39	2,931	1,142	42	1,184
1999	2,212	803	38	3,053	1,255	54	1,309
2000	2,278	816	41	3,135	1,267	44	1,311
2001	3,021	791	54	3,866	1,211	64	1,275
2002	2,269	776	38	3,083	1,256	40	1,296
2003	2,213	795	43	3,051	1,229	45	1,274
2004	2,377	700	25	3,102	1,035	27	1,062
2005	2,563	668	27	3,258	953	28	981
2006	2,389	653	33	3,075	1,012	34	1,046
2007	2,473	628	35	3,136	892	38	930
2008	2,679	682	35	3,396	1,012	35	1,047
2009	3,027	723	34	3,784	1,050	39	1,089
2010	2,798	609	37	3,444	858	43	901
2011	2,698	598	23	3,319	853	26	879
2012	2,851	615	36	3,502	897	41	938
2013	2,814	560	24	3,398	791	30	821
2014	2,374	483	25	2,882	692	30	722
2015	2,620	477	34	3,131	661	35	696
2016	3,080	455	30	3,565	645	33	678
2017	3,252	423	21	3,696	597	23	620

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Appendix A 1.6

Collision History on All Provincial Roads*

Year	Collisions				Victims		
	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1988	27,887	5,975	160	34,022	8,740	200	6,236
1989	27,881	5,520	162	33,563	8,139	192	8,940
1990	27,166	5,310	137	32,613	7,670	154	8,331
1991	28,302	5,220	151	33,673	7,655	171	7,824
1992	27,898	5,332	127	33,357	8,045	143	7,826
1993	19,282	5,480	134	24,896	8,033	153	8,188
1994	20,675	5,619	134	26,428	8,196	151	8,186
1995	21,758	5,015	135	26,908	7,472	157	8,347
1996	22,023	4,719	106	26,848	6,833	135	7,629
1997	20,399	5,128	130	25,657	7,619	164	6,968
1998	20,961	4,962	127	26,050	7,225	147	7,783
1999	20,937	5,476	150	26,563	8,035	189	7,372
2000	22,352	5,444	136	27,932	7,858	150	8,224
2001	22,638	4,912	139	27,689	6,962	166	8,008
2002	18,780	5,117	123	24,020	7,312	137	7,128
2003	15,557	5,453	136	21,146	7,683	148	7,449
2004	16,475	5,403	105	21,983	7,544	126	7,831
2005	17,250	5,184	128	22,562	7,107	146	7,670
2006	18,578	5,073	123	23,774	7,074	133	7,253
2007	21,079	5,022	126	26,227	6,848	143	7,207
2008	23,122	5,143	132	28,397	7,079	156	6,991
2009	25,439	5,046	129	30,614	6,886	153	7,235
2010	24,100	4,758	145	29,003	6,542	167	7,039
2011	24,373	5,166	138	29,677	6,883	150	6,709
2012	24,513	5,566	152	30,231	7,333	183	7,033
2013	26,347	5,293	115	31,755	7,036	139	7,516
2014	23,087	4,432	112	27,631	5,817	130	7,175
2015	23,567	4,203	106	27,876	5,574	121	5,947
2016	24,593	4,306	109	29,008	5,761	125	5,695
2017	25,495	3,455	86	29,036	4,608	100	5,886

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Appendix A 1.7

Collision History Rates – All Provincial Roads*

Year	Registered Vehicles**	Licensed Drivers	Sask. Pop.	Collision Rates			Casualty Collisions	Casualty Collision Rates		
				C/100 Reg'd	C/100 Lic'd	C/100 Pop.		C/100 Reg'd	C/100 Lic'd	C/100 Pop.
				Vehicles	Drivers	Pop.		Vehicles	Drivers	Pop.
1988	726,605	647,445	1,028,050	4.68	5.25	3.31	6,135	0.84	0.95	0.60
1989	715,600	624,964	1,019,265	4.69	5.37	3.29	5,682	0.79	0.91	0.56
1990	702,653	638,600	1,007,115	4.64	5.11	3.24	5,447	0.78	0.85	0.54
1991	696,241	636,872	1,002,668	4.84	5.29	3.36	5,371	0.77	0.84	0.54
1992	707,123	640,428	1,003,987	4.72	5.21	3.32	5,459	0.77	0.85	0.54
1993	706,340	643,995	1,006,949	3.52	3.87	2.47	5,614	0.79	0.87	0.56
1994	705,388	645,723	1,009,685	3.75	4.09	2.62	5,753	0.82	0.89	0.57
1995	705,405	647,786	1,014,172	3.81	4.15	2.65	5,150	0.73	0.80	0.51
1996	717,098	654,973	1,019,459	3.74	4.10	2.63	4,825	0.67	0.74	0.47
1997	715,819	658,972	1,018,067	3.58	3.89	2.52	5,258	0.73	0.80	0.52
1998	715,381	662,810	1,017,506	3.64	3.93	2.56	5,089	0.71	0.77	0.50
1999	712,541	667,379	1,014,707	3.73	3.98	2.62	5,626	0.79	0.84	0.55
2000	716,723	666,266	1,007,767	3.90	4.19	2.77	5,580	0.78	0.84	0.55
2001	713,000	665,760	1,000,134	3.88	4.16	2.77	5,051	0.71	0.76	0.51
2002	721,999	666,374	995,886	3.33	3.60	2.41	5,240	0.73	0.79	0.53
2003	731,891	668,572	994,732	2.89	3.16	2.13	5,589	0.76	0.84	0.56
2004	740,554	669,852	994,898	2.97	3.28	2.21	5,508	0.74	0.82	0.55
2005	750,640	674,870	990,044	3.01	3.34	2.28	5,312	0.71	0.79	0.54
2006	761,011	676,733	987,520	3.12	3.51	2.41	5,196	0.68	0.77	0.53
2007	785,341	688,841	996,869	3.34	3.81	2.63	5,148	0.66	0.75	0.52
2008	820,504	712,434	1,013,620	3.46	3.99	2.80	5,275	0.64	0.74	0.52
2009	841,022	711,325	1,029,124	3.64	4.30	2.97	5,175	0.62	0.73	0.50
2010	848,341	721,809	1,049,701	3.39	3.99	2.74	4,903	0.58	0.68	0.47
2011	857,552	735,634	1,033,381	3.46	4.03	2.87	5,304	0.62	0.72	0.51
2012	885,632	762,153	1,089,807	3.41	3.97	2.77	5,718	0.65	0.75	0.52
2013	895,100	778,413	1,122,537	3.55	4.08	2.83	5,408	0.60	0.69	0.48
2014	912,879	790,013	1,147,733	3.03	3.50	2.41	4,544	0.50	0.58	0.40
2015	924,435	797,602	1,148,444	3.02	3.49	2.43	4,309	0.47	0.54	0.38
2016	929,001	806,720	1,158,339	3.12	3.60	2.50	4,415	0.48	0.55	0.38
2017	930,326	813,858	1,171,240	3.12	3.57	2.48	3,541	0.38	0.44	0.30

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Appendix A 2

SG III		MOTOR VEHICLE ACCIDENT REPORT FORM		1570106	
N A		ACCIDENT CASE NO. 1570106		REPORT STATUS	
1		REPORT TYPE		1. COMPLETE	
2		1. ORIGINAL		2. INCOMPLETE, HIT AND RUN	
3		2. CONTINUATION		3. INCOMPLETE, OTHER	
4		3. AMENDMENT		ACCIDENT SEVERITY	
5		DATE OF ACCIDENT		1. PROPERTY DAMAGE	
6		TIME (24 HOURS)		2. PERSONAL INJURY	
7		NUMBER OF VEHICLES		3. FATAL	
8		NUMBER INJURED		POLICE FILE NUMBER	
9		NUMBER KILLED		DATE OF ACCIDENT	
10		SCENE VISITED		TIME REPORTED	
11		1. YES		MONTH DAY HOURS MIN.	
12		2. NO		ADVISORY SPEED	
13		POLICE JURISDICTION		TOTAL ESTIMATED DAMAGES	
14		1. IN		1. LESS THAN \$1,000 (NOT REPORTABLE WITHOUT INJURIES OR DEATHS)	
15		2. NEAR		3. \$1,000 TO \$5,000	
16		COMMUNITY		4. \$5,000 TO \$10,000	
17		ADDRESS		5. \$10,000 TO \$20,000	
18		PHONE		6. \$20,000 TO \$30,000	
19		ROAD AUTHORITY		7. \$30,000 TO \$50,000	
20		URBAN MUNICIPALITY		8. OVER \$50,000	
21		STREET 1		URBAN LOCATION	
22		LANE / BACK ALLEY		BLOCK ADDRESS	
23		STREET 2		URBAN GRID	
24		PROVINCIAL HIGHWAYS		HIGHWAY LOCATION	
25		03. RURAL / URBAN HIGHWAY		HIGHWAY SECTION SUBSECTION M U A AT KILOMETRE	
26		04. PROVINCIAL ROAD (900 SERIES)		RURAL LOCATION	
27		05. COMMUNITY ACCESS, SERVICE ROAD / OTHER		RM. NO. SIDE QUARTER SECTION TOWNSHIP RANGE MER	
28		RURAL MUNICIPALITIES		LOCATION DESCRIPTION	
29		06. DESIGNATED GRID ROAD		LATITUDE	
30		07. RURAL MUNICIPAL ROAD		GPS READING	
31		OTHER ROAD AUTHORITIES		LONGITUDE	
32		08. PRIVATE LAND / PARKING LOT		VEH. NO. 1 DRIVER LICENCE NO.	
33		09. FIRST NATIONS, (GRID OR MUNICIPAL ROAD)		CLASS PROV. U.S. NO.	
34		10. NORTHERN FOREST ROADS		VEH. NO. 2 DRIVER LICENCE NO.	
35		11. FEDERAL / PROVINCIAL LANDS		CLASS PROV. U.S. NO.	
36		12. NOT KNOWN		DATE OF BIRTH	
37		VEH. NO. 1 DRIVER LICENCE NO.		YEAR MONTH DAY SEX	
38		CLASS PROV. U.S. NO.		REVIEW REPORT SUBMITTED	
39		DRIVER NAME LAST		1. NO. 2. MEDICAL 3. LICENCE 4. BOTH	
40		GIVEN		DATE OF BIRTH	
41		ADDRESS		YEAR MONTH DAY SEX	
42		CITY		REVIEW REPORT SUBMITTED	
43		PROVINCE		1. NO. 2. MEDICAL 3. LICENCE 4. BOTH	
44		PHONE NO.		LICENCE CLASS	
45		DATE OF BIRTH		LICENCE PLATE NO.	
46		YEAR MONTH DAY SEX		PROV. SK	
47		REVIEW REPORT SUBMITTED		YEAR COLOUR CODE	
48		1. NO. 2. MEDICAL 3. LICENCE 4. BOTH		VEHICLE MAKE	
49		LICENCE CLASS		OWNER NAME	
50		LICENCE PLATE NO.		STREET CITY	
51		PROV. SK		MODEL	
52		YEAR COLOUR CODE		PROVINCE PHONE	
53		VEHICLE MAKE		NUMBER OF OCCUPANTS	
54		OWNER NAME		INSURANCE COMPANY NAME (OUT OF PROVINCE ONLY)	
55		STREET CITY		TOTAL NO. OF AXLES	
56		MODEL		DIRECTION OF TRAVEL	
57		PROVINCE PHONE		ADDRESS	
58		NUMBER OF OCCUPANTS		DIRECTION OF TRAVEL	
59		INSURANCE COMPANY NAME (OUT OF PROVINCE ONLY)		NW NE SE SW	
60		TOTAL NO. OF AXLES		W 8 3 2 1	
61		DIRECTION OF TRAVEL		E 4 5 6 7	
62		ADDRESS		S	
63		DIRECTION OF TRAVEL		NW NE SE SW	
64		NW NE SE SW		W 8 3 2 1	
65		E 4 5 6 7		S	
66		TRAILER NO. 1		OWNER NAME	
67		LICENCE PLATE NO.		PROVINCE	
68		OWNER ADDRESS		TRAILER NO. 2	
69		PROVINCE		OWNER NAME	
70		LICENCE PLATE NO.		PROVINCE	
71		OWNER ADDRESS		LICENCE PLATE NO.	
72		PROVINCE		OWNER ADDRESS	
73		LICENCE PLATE NO.		PROVINCE	
74		INSURANCE COMPANY NAME / LOCATION (OUT OF PROVINCE ONLY)		INSURANCE COMPANY NAME / LOCATION (OUT OF PROVINCE ONLY)	
75		DESCRIPTION OF ACCIDENT		ACCIDENT CONFIGURATION	
76		SINGLE VEHICLE		MULTI VEHICLE	
77		Fixed/Movable Object		Rear End	
78		On Roadway		Head On	
79		Lost Control		Also Applies to Intersections	
80		Right Ditch to Left Ditch		Side Swipe	
81		Lost Control		Right Angle	
82		Right Ditch		Or On Opposite Side of Road	
83		Lost Control		Left Turn/Straight	
84		Right Ditch		Passing	
85		Lost Control		Right Turn	
86		Right Ditch		Left Turn/Straight	
87		Lost Control		Passing	
88		Right Ditch		Right Turn	
89		Lost Control		Left Turn/Straight	
90		Right Ditch		Passing	
91		Lost Control		Right Turn	
92		Right Ditch		Left Turn/Straight	
93		Lost Control		Passing	
94		Right Ditch		Right Turn	
95		Lost Control		Left Turn/Straight	
96		Right Ditch		Passing	
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101		Lost Control		Left Turn/Straight	
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103		Lost Control		Right Turn	
104		Right Ditch		Left Turn/Straight	
105		Lost Control		Passing	
106		Right Ditch		Right Turn	
107		Lost Control		Left Turn/Straight	
108		Right Ditch		Passing	
109		Lost Control		Right Turn	
110		Right Ditch		Left Turn/Straight	
111		Lost Control		Passing	
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134		Right Ditch		Left Turn/Straight	
135		Lost Control		Passing	
136		Right Ditch		Right Turn	
137		Lost Control		Left Turn/Straight	
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139		Lost Control		Right Turn	
140		Right Ditch		Left Turn/Straight	
141		Lost Control		Passing	
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144		Right Ditch		Passing	
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149		Lost Control		Left Turn/Straight	
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158		Right Ditch		Left Turn/Straight	
159		Lost Control		Passing	
160		Right Ditch		Right Turn	
161		Lost Control		Left Turn/Straight	
162		Right Ditch		Passing	
163		Lost Control		Right Turn	
164		Right Ditch		Left Turn/Straight	
165		Lost Control		Passing	
166		Right Ditch		Right Turn	
167		Lost Control		Left Turn/Straight	
168		Right Ditch		Passing	
169		Lost Control		Right Turn	
170		Right Ditch		Left Turn/Straight	
171		Lost Control		Passing	
172		Right Ditch		Right Turn	
173		Lost Control		Left Turn/Straight	
174		Right Ditch		Passing	
175		Lost Control		Right Turn	
176		Right Ditch		Left Turn/Straight	
177		Lost Control		Passing	
178		Right Ditch		Right Turn	
179		Lost Control		Left Turn/Straight	
180		Right Ditch		Passing	
181		Lost Control		Right Turn	
182		Right Ditch		Left Turn/Straight	
183		Lost Control		Passing	
184		Right Ditch		Right Turn	
185		Lost Control		Left Turn/Straight	
186		Right Ditch		Passing	
187		Lost Control		Right Turn	
188		Right Ditch		Left Turn/Straight	
189		Lost Control		Passing	
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191		Lost Control		Left Turn/Straight	
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193		Lost Control		Right Turn	
194		Right Ditch		Left Turn/Straight	
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197		Lost Control		Left Turn/Straight	
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219		Lost Control		Passing	
220		Right Ditch		Right Turn	
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224		Right Ditch		Left Turn/Straight	
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230		Right Ditch		Left Turn/Straight	
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232		Right Ditch		Right Turn	
233		Lost Control		Left Turn/Straight	
234		Right Ditch		Passing	
235		Lost Control		Right Turn	
236		Right Ditch		Left Turn/Straight	
237		Lost Control		Passing	
238		Right Ditch		Right Turn	
239		Lost Control		Left Turn/Straight	
240		Right Ditch		Passing	
241		Lost Control		Right Turn	
242		Right Ditch		Left Turn/Straight	
243		Lost Control		Passing	
244		Right Ditch		Right Turn	
245		Lost Control		Left Turn/Straight	
246		Right Ditch		Passing	
247		Lost Control		Right Turn	
248		Right Ditch		Left Turn/Straight	
249		Lost Control		Passing	
250		Right Ditch		Right Turn	
251		Lost Control		Left Turn/Straight	
252		Right Ditch		Passing	
253		Lost Control		Right Turn	
254		Right Ditch		Left Turn/Straight	
255		Lost Control		Passing	
256		Right Ditch		Right Turn	
257		Lost Control		Left Turn/Straight	
258		Right Ditch		Passing	
259		Lost Control		Right Turn	
260		Right Ditch		Left Turn/Straight	
261		Lost Control		Passing	
262		Right Ditch		Right Turn	
263		Lost Control		Left Turn/Straight	
264		Right Ditch		Passing	
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266		Right Ditch		Left Turn/Straight	
267		Lost Control		Passing	
268		Right Ditch		Right Turn	
269		Lost Control		Left Turn/Straight	
270		Right Ditch		Passing	
271		Lost Control		Right Turn	
272		Right Ditch		Left Turn/Straight	
273		Lost Control		Passing	
274		Right Ditch		Right Turn	
275		Lost Control		Left Turn/Straight	
276		Right Ditch		Passing	
277		Lost Control		Right Turn	
278		Right Ditch		Left Turn/Straight	
279		Lost Control			

Appendix A 3.1

LIGHTING	
Natural 1. Daylight 2. Dark Weather Conditions 1. Clear 2. Cloudy 3. Raining Road Surface Condition 1. Dry 2. Wet 3. Loose Snow Road Conditions 1. Normal / Good 2. Potholes, Ruts, Bumps 3. Under Construction / Repair Accident Site 01. Non-Intersection 02. Intersection With Provincial Highway 03. Intersection With Grid / Municipal Road 04. Intersection With Street 05. Intersection With Private Approach, Driveway 06. Intersection With Lane or Alley 07. Railroad Level Crossing Road Character 1. Unidirectional - One Way 2. Unidirectional - Two Way 3. Divided - Raised Median Horizontal Alignment 1. Straight 2. Curved 3. Dead End Traffic Control 01. No Control Present 02. Traffic Signals Fully Operational 03. Traffic Signals In Flashing Mode 04. Flashing Beacon - Amber 05. Flashing Beacon - Red 06. Stop Sign 07. Yield Sign 08. Marked Pedestrian Crosswalk Vehicle Identification 01. Automobile (passenger car) 02. Pick-up Truck 4500 kg and Under 03. Panel van 4500 kg and under (includes Mini Van) 04. Trucks over 4500 kg 05. Power Units for Semi-Trailers (Road Tractor) 06. Transit Bus (Urban) 07. Inter City Bus 08. School Bus - Standard Large Type 09. School Bus - Van Type 10. Other Bus - Unspecified / Private Type of Trailer 01. Camper / Holiday Trailer 02. Boat / Other Rec. Trailer 03. Utility / Home Made Trailer 04. Farm Equipment 05. Maintenance / Construction Equipment 06. Towed Motor Vehicle 07. Single Trailer / Tanker (semi) DANGEROUS GOODS CLASS 0 None Involved 1 Class 1 Explosives 2 Class 2 Compressed Gases 3 Class 3 Flammable Liquids 4 Class 4 Flammable Solids DANGEROUS GOODS SPILL 1 Yes 2 No Position In / On Vehicle 1 Driver, Includes Cyclists and Motor Cyclists 2 & 3 Front Seat Passengers and Cyclists Seated Behind Driver 4, 5 & 6 Rear Seat Passengers 7 Occupants in the Load Area of a Truck or Van, Third Seat Passenger in Station Wagons or Vans and all Bus Passengers 8 Persons Riding or Hanging on the Outside of the Vehicle 9 Pedestrians Safety Equipment 1. Lap or Lap and Shoulder Belt 2. Lap and Shoulder Belt With Air Bags 3. Child Restraint, Rear Facing 4. Child Restraint, Front Facing With Tether Straps 5. Child Restraint, Front Facing Without Tether Straps 6. Child Booster Seat 7. Helmets Worn 8. Safety Equipment Not Used or Improperly Used Injury Region 0. No Injury 1. Head 2. Neck 3. Face 4. Chest 5. Extremities 6. Back 7. Abdomen / Pelvis 8. Entire Body Injury Code 0. Not Injured 1. Minor 2. Moderate 3. Non-Incapacitating 4. Major-Incapacitating 5. Fatal - (death within 30 days) Injury Treatment 0. Not Injured 1. Minor-None Required 2. Treated at Scene 3. Transported to Hospital / Clinic 	Artificial 1. No Lighting 2. Lighting Available and Not On 3. Lighting On 4. Snowing 5. Sleet / Hail / Freezing Rain 6. Fog / Smoke / Smog 4. Packed Snow / Ice 5. Loose Gravel or Sand 6. Muddy 4. Uneven Pavement Surface / Sharp Drop Off 5. Obscured or Faded Pavement Markings 08. Bridge or Overpass 09. Tunnel or Underpass 10. Parking Lot or Parking Garage 11. Passing Lane or Climbing Lane 12. Ramp 13. Off Roadway (Within Right of Way) 14. Other 4. Divided - With Depressed or Painted Median 5. Other 1. Level or Near Level 2. Steep Incline or Decline 3. Top of Hill (Crest) 4. Bottom of Hill (Sag) 09. Flagman / Police Officer 10. RR Crossing - With Automatic Controls 11. RR Crossing - With No Automatic Controls 12. School Bus - Stopped With Flashing Light 13. School Crossing 14. Reduced Speed Zone 15. No Passing Zone 16. Construction Zone 11. Motorcycle 12. Moped / Power Bicycle 13. Bicycle 14. Ambulance / Police / Fire 15. Snowmobile 16. Construction / Maintenance Equipment (Road Tractor) 17. Unregistered Farm Equipment 18. Off Highway Vehicle (3 or 4 Wheel ATVs) 19. Motorhome 20. Other Vehicle 08. A Single Hitch Drawbar ("A" Train) 09. A Double Hitch Drawbar ("C" Train) 10. A Fifth Wheel ("B" Train) 11. Overdimensional Vehicle With Escort 12. Other Types of Trailer (Including Triple Trailers) Pre Collision Vehicle Action 01. Going Straight Ahead 02. Turning Left 03. Turning Right 04. Making U-Turn 05. Changing Lanes 06. Merging 07. Reversing 08. Overtaking, Passing on Left or Right 09. Slowing or Stopping on the Roadway (decelerating) 10. Stopped in Traffic (inc. mechanical breakdown) 11. Starting in Traffic (accelerating) 12. Starting from Parked Position, Leaving Roadside 13. Entering Parked Position, Stopping On Roadside 14. Parked Legally 15. Parked Illegally 99. Other Designated Lane of Travel MAJOR CONTRIBUTING FACTORS Human Conditions 01. Inattentive 02. Distracted 03. Had Been Drinking 04. Impaired 05. Extreme Fatigue 06. Fell Asleep 07. Driver Inexperience / Confusion 08. Lost Consciousness / Other Illness 09. Physical / Medical Disability 10. Drugs (Prescription or Illegal) 11. Defective Eyesight / Hearing 12. Other Human Conditions Vehicle Condition 40. Defective Brakes 41. Defective Lights 42. Defective Exhaust System 43. Road Shifted / Spilled 44. Vehicle Overloaded / Improperly Loaded 45. Defective Steering 46. Defective Suspension / Wheel Failure 47. Defective Tires / Tire Blowout 48. Defective Engine / Power Train / Wiring 49. Jackknife / Trailer Swing 50. View From Vehicle Obstructed 51. Other Vehicle Condition / Defect 52. Lights Not On No Apparent Contributing Factor 99. Did not cause / Contribute to the Accident SEQUENCE OF EVENTS 01. Another Road Vehicle 02. Animal 03. Pedestrian 04. Railroad Train 05. Other Movable Object Fixed Objects 21. Approach 22. Traffic Barricade 23. Building / Wall 24. Bridge Structure 25. Crash Cushions / Impact Attenuator 26. Culvert 27. Curbing 28. Delinquent Post 29. Ditch Bottom / Back Slope 30. Debris on Roadway 31. Fence 32. Fire Hydrant, Parking Meter, Utility Box 33. Gravel Pile 34. Guard Rail 35. Lamp Support (Traffic Signals, Street Light) 36. Raised Median / Barrier 37. Power / Telephone Pole 38. Rock Face, Rocks on Road 39. Sign Post 40. Snow Bank / Drift 41. Tree / Bush 42. Other Fixed Object Non-Collision Events 50. Ran off Road 51. Overturned 52. Fire / Explosion 53. Submersion 54. Skidding / Sliding / Spinning 55. Load Spill 56. Jack-knife / Trailer Swing 57. Other Non-Collision Event

Position In / On Vehicle

1 Driver, Includes Cyclists and Motor Cyclists

2 & 3 Front Seat Passengers and Cyclists Seated Behind Driver

4, 5 & 6 Rear Seat Passengers

7 Occupants in the Load Area of a Truck or Van, Third Seat Passenger in Station Wagons or Vans and all Bus Passengers

8 Persons Riding or Hanging on the Outside of the Vehicle

9 Pedestrians

Vehicle Damage

1. No Visible Damage

2. Light / Superficial Damage

3. Moderate - Unsafe for Further Use

4. Severe - Not Driveable

5. Demolished - Write Off

DANGEROUS GOODS CLASS

0 None Involved

1 Class 1 Explosives

2 Class 2 Compressed Gases

3 Class 3 Flammable Liquids

4 Class 4 Flammable Solids

DANGEROUS GOODS SPILL

1 Yes

2 No

Position In / On Vehicle

1 Driver, Includes Cyclists and Motor Cyclists

2 & 3 Front Seat Passengers and Cyclists Seated Behind Driver

4, 5 & 6 Rear Seat Passengers

7 Occupants in the Load Area of a Truck or Van, Third Seat Passenger in Station Wagons or Vans and all Bus Passengers

8 Persons Riding or Hanging on the Outside of the Vehicle

9 Pedestrians

Vehicle Damage

1. No Visible Damage

2. Light / Superficial Damage

3. Moderate - Unsafe for Further Use

4. Severe - Not Driveable

5. Demolished - Write Off

DANGEROUS GOODS CLASS

0 None Involved

1 Class 1 Explosives

2 Class 2 Compressed Gases

3 Class 3 Flammable Liquids

4 Class 4 Flammable Solids

DANGEROUS GOODS SPILL

1 Yes

Appendix A 3.2

DESIGNATED LANE OF TRAVEL			Province / State Codes			
ONE WAY TRAFFIC			TWO WAY TRAFFIC			
MULTI LANE			MULTI LANE			
SINGLE LANE			SINGLE LANE			
INTERSECTIONS						
Code	Abbreviation	Lane				
1	R	Right most Driving Lane				
2	L	Left most Driving Lane				
3	RS	Right Shoulder				
4	LS	Left Shoulder				
5	RT	Right Turning Lane				
6	LT	Left Turning Lane				
7	M	Middle Driving Lane				
8	O	Lane of Opposing Traffic				
Codes for Charges Laid			Colour Codes			
CODE	CHARGE		White	01	Yellow	06
10	Unregistered Vehicle		Black	02	Orange	07
11	Disobey Stop Sign		Red	03	Purple	08
12	Fail to Signal		Green	04	Brown	09
13	Speed too Fast for Conditions		Blue	05		
14	Drive Without Due Care and Attention				Grey	10
15	Follow too Closely				Gold	11
16	Passing on Right				Silver	12
17	Improper Lane Change				Bronze	13
18	Improper Turn				Other	14
19	Fail to Yield Right-of-Way					
20	Passing When Unsafe					
21	Driving Left of Centre					
22	Driving Wrong Way on a One Way Street					
23	Fail to Yield to Pedestrian					
24	Fail to Report					
25	Disobey Traffic Signal					
26	Improper Parking on Highway or Street					
27	Passing School Bus When Forbidden					
28	Inadequate Brakes					
29	Defective or Unauthorized Lights, Tires, Windshield or Bumper Height					
30	Dangerous Driving					
31	Drive While Disqualified					
32	Criminal Negligence					
33	Fail to Remain					
34	Impaired Driving / Refuse Breath Test					
35	Unsafe Backing					
36	No Driver's Licence					
37	Operator or Passenger Not Using Seatbelt					
38	Speeding Past Highway Worker					
39	Stunting					
40	24 Hour Suspension					
99	Other Offence					
			Unknown Information			
			An " X " can be coded to individual data fields if the information is unknown at the time of reporting. However, in cases where no information is known about a complete section such as a hit and run accident where no driver or vehicle data is available, one " x " at the beginning of the section will be sufficient.			
			Two-Tone Vehicle use most Predominant Colour			

Glossary

Police-Reported Motor Vehicle Collision	Police agencies are required to investigate and complete a motor vehicle collision report for all collisions that involve bodily injury or death, a hit and run, an out-of-province or unregistered vehicle, an impaired driver (by alcohol or drugs) and collisions where a motor vehicle must be towed from the scene.
Motor Vehicle Collisions Captured By Claims	An incident that has not been reported by police that involves one or more motor vehicles in transport, and results in personal injury or a minimum of \$5,000 in property damage, not including damage to cargo.
Incident	Any set of motor vehicle events, not under human control, that includes at least one occurrence of injury or damage. It originates when human control of the vehicle is lost and terminates when control is regained, or, in the absence of persons who are able to regain control, when all persons and property are at rest. This excludes events that are the result of deliberate intent, legal intervention or natural disasters. For example, if a vehicle catches fire due to mechanical failure and the driver is able to stop safely, a motor vehicle collision did not occur because control of the vehicle was never lost.
Motor Vehicle	Any motorized mechanically or electrically powered land vehicle not operated on rails. Collisions that involve only construction or maintenance equipment within the right of way are not reportable on TAIS.
In Transport	A vehicle that is in motion or being operated on a roadway; this includes harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure during normal operation, such as a tire blowout.
Public Roadway	Any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for, or used by, the general public for the passage of motor vehicles. This includes sidewalks, boulevards and the immediate right of way adjacent to and parallel with the roadway. It does not include privately maintained roads, driveways or parking lots.
Snowmobiles and Off-Roadway Vehicles	Collisions involving snowmobiles and off-roadway vehicles that occur within the right-of-way of a public roadway are recorded as part of that roadway. IF they occur outside of the right-of-way, they are on private property.
Road Authority	The jurisdiction responsible for the general maintenance and traffic safety of the road.
Urban Streets	<p>Any street, lane or back alley within the incorporated limits of a city, town, village or hamlet, except those streets recorded as a numbered highway.</p> <p>Street: Any public road of an urban street system under the maintenance or jurisdiction of a municipal government. In the case where a road is maintained by a municipal government and would more easily be coded as a numbered highway, exceptions may be made.</p> <p>Lane/Back Alley: Any alley or lane within an urban area intended for use by the public and maintained by the local government.</p>

Provincial Highways	<p>Any rural/urban highway, provincial road, community access or service road, or other highway as described below.</p> <p>Rural/Urban Highway: Any numbered provincial highway in a rural or urban area with a population less than 1,000 that is maintained by the Saskatchewan Ministry of Highways and Infrastructure, and any roadways within urban limits that the police have been permitted to code as a highway for convenience (see street definitions).</p> <p>Provincial Roads (900 series highways): Any public highway with a highway number greater than 900.</p> <p>Community Access, Service Road/Other: Roads built and maintained by Saskatchewan Ministry of Highways and Infrastructure providing access to communities, industrial plants and/or land parcels.</p>
Rural Roads	<p>Any designated grid, municipal or other road as defined below.</p> <p>Designated Grid Road: A municipal road designated as a municipal grid or main farm access road on the Saskatchewan Municipal Road Inventory Maps and posted with customary grid road signs. Collisions on grid roads going through First Nations are coded to the First Nations (code 09).</p> <p>Municipal/Other Rural Road: Any rural municipal road not designated as a grid road. These will include trails, bladed and non-bladed roads, and local streets in unorganized hamlets. Collisions on municipal roads going through First Nations are coded to the First Nations (code 09).</p>
Other Roads	<p>Any location not identified under urban, highway or rural road locations.</p> <p>First Nations Grid or Municipal Road: Any public road within a First Nations boundary, other than a provincial highway, serving as an access or internal road for a First Nation.</p> <p>Northern Forest Road: Roads in forested areas built and maintained with the primary intent of providing access to forestry operations.</p> <p>Federal/Provincial Lands: Any road other than a numbered provincial highway serving as a public access or internal road to federal or provincial land, such as parks, federal community pastures, etc.</p> <p>Not Known: This code is intended for use only when a general location is definitely not known.</p>
Private Property	<p>Privately-owned property, both in rural and urban areas, such as parking lots, parkades, farmyards, private roads, driveways, service station lots, etc. Collisions coded to this Road Authority are not recorded on TAIS.</p>
Property Damage Only Collision (PDO)	<p>A police attended motor vehicle collision with no personal injury or death.</p> <p>Or</p> <p>A collision damage claim that was not reported to police with over \$5,000 in total damage and no personal injury or deaths.</p>

Injury Collision	A motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.
Fatal Collision	A motor vehicle collision resulting in death within 30 days to one or more involved persons.
Impaired	A person with a blood alcohol content exceeding the legal limit.
Had Been Drinking	A person that had consumed alcohol but has blood alcohol content less than the legal limit.
Major Contributing Factors	Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

Due to differences in reporting definitions, the number of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when personal injuries are sustained, police attend the accident or a property damage claim is above \$5,000, whereas a collision claim may occur for any amount of property damage over the applicable deductible.

Private property and parking lot collisions, as well as deliberate acts of vandalism or natural causes, are also not recorded in TAIS.

The information presented in this publication reflects all police and insurance claim reports known to SGI as of July 31, 2017. Since TAIS is updated on a continual basis, information in future publications may vary from what is published in this report.

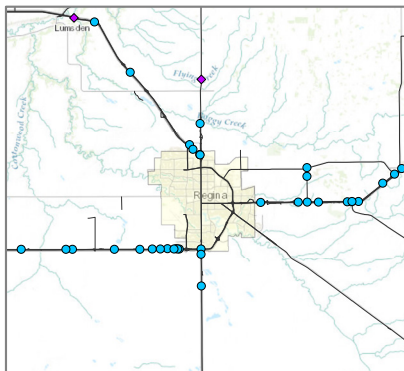
Speed-Related Casualty Collisions (Fatalities & Injuries) on Provincial Highways (2014-2017)



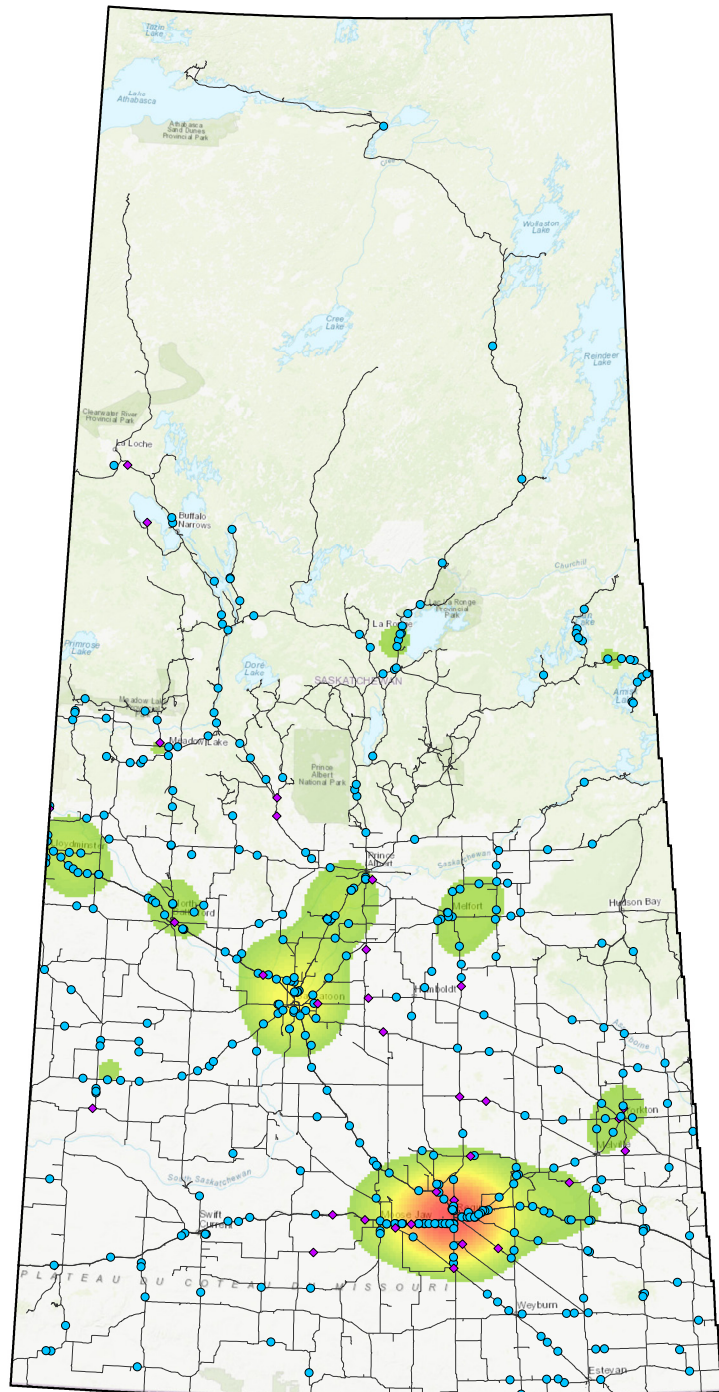
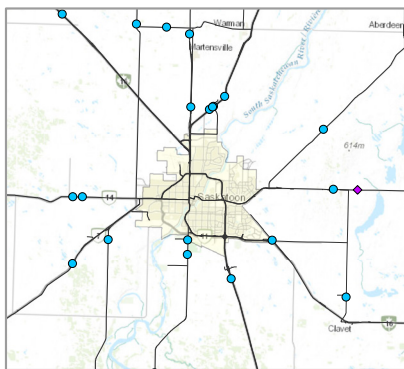
Legend

- ◆ Fatalities
 - *2014 - 14 Killed in 12 Fatal Collisions
 - *2015 - 14 Killed in 7 Fatal Collisions
 - *2016 - 12 Killed in 9 Fatal Collisions
 - *2017 - 6 Killed in 6 Fatal Collisions
- Injuries
 - *2014 - 199 Injured in 143 Casualty Collisions
 - *2015 - 141 Injured in 92 Casualty Collisions
 - *2016 - 155 Injured in 100 Casualty Collisions
 - *2017 - 171 Injured in 110 Casualty Collisions
- Provincial Highways
- Very Low Number of Collisions
- Low Number of Collisions
- Medium Number of Collisions
- High Number of Collisions
- Very High Number of Collisions

Regina Area



Saskatoon Area



Created By: GeoTAIS,
Traffic Safety Program Evaluation
Data: 2014-2017

0 80 160 320 480 640 Km

A photograph of a man in a white t-shirt holding a young child with blonde hair. The child is wearing a white shirt with a colorful pattern of cars and boats. They are standing in front of two police officers in dark uniforms with red hats. The background is dark, with a window with vertical bars visible on the right.

The victims of impaired driving are also those
who are left to pick up the pieces.

Always plan a safe ride home.

For more information, contact:

Traffic Accident Information System
Traffic Safety Program Evaluation
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Published by authority of the
Saskatchewan Auto Fund, SGI